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ED SPEAK

Time is precious. And because of this we crave convenience. Why waste time doing the big shop when you can have it delivered to your door? Why cook when Just Eat will make you dinner? Why google something when you can ask Alexa?

It's not laziness, it's just evolution. And anything that saves us time doing the mundane, to help us spend it doing the insane, is a good thing. The problem is, convenience often comes at a premium. Those ready baked, microwaveable jacket potatoes are 400 percent more expensive than your average DIY baked spud.

But not all time-saving methods are wallet wounders. In fact sometimes they'll save you money as well as time. A great example of this is subscribing to this very magazine.

If you're a regular reader of Fast Car it makes perfect sense to sign up, because not only will you get the magazine delivered direct to your door, but it'll be early, and it'll be cheaper too – and at the minute we'll even chuck in a ValetPRO clay bar kit worth £24.99. It really is a no brainer! (For more information on this offer and other subscription deals hit page 80.)

Sorry if I sound like I'm giving you the hard sell. I don't mind how you choose to purchase the magazine. I'm just glad you do. But at least once a week I see social media posts from people asking where they can get the magazine as their local store has sold out. Well, this solves that problem, too.

And let's be honest. You don't want to miss out on the great car culture this magazine serves up. Just look at that jam-packed contents page to the right.

Big Love,

Jules



SLIM JULES
EDITOR

"My favourite time saver? Jägerbombs! They'll save you hours of drinking time."

Seventeen years in publishing including a spell as a paparazzi, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner-up, Race National B Licence holder.

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CONTRIBUTING
EDITOR

"Hmmm, jacket potatoes. A chunk of butter, a slice of cheese, topped off with a tin of beans."

Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars, has a degree in pottery and an addiction to Red Bull.

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INITIAL G
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"There wasn't even microwaves in my days, let alone microwaveable jacket potatoes."

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WEBSITE EDITOR

"The time I save grocery shopping on Ocado I spend on grooming my beard."

Social media guru, Gumballer, IMIAL Level 2 Mechanic, beard connoisseur, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.

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We thought it didn't rain in Australia?



QUEENSLAND, AUSTRALIA

The scene Down Under has both similarities and differences to the UK

Car events and meets are frequent in Brisbane, Australia. Every week niche meets take place, whether it be a one-marque track day or a casual, everyone's welcome cars and coffee. There's something going on every weekend.

Away from all of the events and meets, there is a car community known as Downshift. The group was established in the late noughties when a bunch of friends felt the Australian scene was dipping. Today they are Queensland's largest and most active community of car enthusiasts with shows and track days taking place regularly. Their aim is to give car enthusiasts a place to come together in a relaxed, safe environment, and bring every corner of the car scene together in one place. This in turn brings a better reputation, but more importantly, builds a stronger community.

Despite their efforts, there are still negatives to the scene. They have haters, just like in Blighty, and boy racers show about as much etiquette as the cast of *Geordie Shore* on the piss. The government and police in Queensland are

very strict on car culture. Rumoured to be the toughest policing patrols in Australia, they enforce tight laws on automotive modifications, making it tricky for people to tune their cars.

As well as the usual measures, the police also setup sting operations to target car events, fining drivers as they enter or leave. All this is followed up with strict speed limit laws.

On the whole, the scene in Queensland is awesome, due to the wide variety of cars and the fact it doesn't rain every five minutes. But it could be so much better if the law allowed.

So the next time you think we have it hard in the UK, spare a small thought for our Australian cousins. We may not have their fine weather, but we actually have it pretty good here in Blighty.



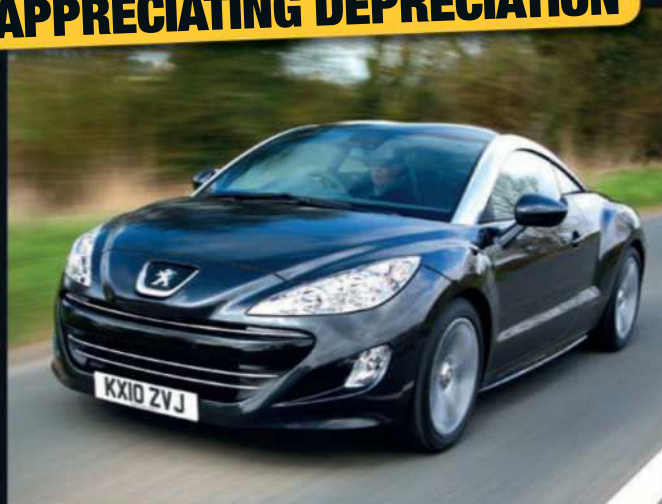
This isn't what Subaru had in mind for the average Forester owner

Living the dream

We're loving this modified Mazda



APPRECIATING DEPRECIATION



PEUGEOT RCZ

**THEN £22,750
NOW £7,000**

The Audi TT is a modern icon, demonstrating across its various generations that compact, svelte sports cars can combine everyday practicality with genuine driver thrills. It's no wonder they sell in massive numbers. And no wonder every other manufacturer wants a slice of that juicy pie.

The RCZ was Peugeot's attempt to cash in, and it was a thoroughly decent effort. If you squint at the rear haunches it even looks like a TT. But it's also got that gorgeous double-bubble glass roof. And you know how good Peugeot are at hot hatches? They shoved all of that poise and drama right into the RCZ. Ignore the diesel version

(pointless thing) and low-power nat-asp 1.6, and you've got two hot turbos to choose from: the THP200 is basically the 200bhp 208 GTI engine, and the THP270 has a mighty 270bhp!

Unfortunately for Peugeot, the gamble didn't really pay off. It turned out that potential TT buyers didn't want a French version, no matter how good it was. They wanted a TT. Which means the few buyers who did shell out for an RCZ have had to take a hefty whack right in the wallet. The result? You can get a THP200 from 2010-2011ish for about £7,000 – which is around three or four grand cheaper than the equivalent TT!

Quiz Time

Word Search

There are five electric supercar manufacturers in here. How many can you find?

Y	N	E	U	W	T	E	B	W	F
L	L	P	K	O	L	E	T	C	C
J	C	G	F	V	M	V	S	Y	N
X	W	U	V	E	T	X	N	L	S
S	X	O	D	N	R	C	O	I	A
L	I	G	H	T	N	I	N	G	O
L	V	Q	M	U	C	J	O	W	Q
H	D	J	F	R	J	A	T	B	I
W	J	H	E	I	B	J	S	O	W
S	Q	W	Q	K	R	I	M	A	C

“HAVE YOU EVER STOPPED TO THINK HOW MANY OTHER INDUSTRIES USE AUTOMOTIVE TERMINOLOGY TO BOOST THE APPEAL OF THEIR DULL PRODUCTS?”

Because the last time I checked, my razor didn't have a bloody turbo bolted to it. And when doing the vacuuming last week, I can't recall the sound of a V8 humming in the background.

Imagine if the car industry did this. I mean, who wouldn't want replenishing petrol, organic alloys, pro-v speakers, car shampoo... Ah shit, but I'm sure you get my point.

Surely there's better ways of selling us toasters, tumble dryers and other home appliances without naming them after forced induction systems?

Anyway, I've gotta go. I've just seen an advert for some supercharged coffee. Now, we're talking!

The Angry Man



Disclaimer: The opinions expressed herein are not necessarily those of *Fast Car* or the publisher. So fuck you ;-)



Think you know your cars? Test your knowledge for fun, here...

Q1) Name the OE wheel?

Q2) Name the supercar engine?

Q3) Name the rear cluster?

3.



Answers are in Arse End over on page 113. Good luck!

A VTEC-powered RX-7



Coming Soon

As show season is upon us, a fresh set of builds are emerging from garages across the UK and Europe, and it's our mission to bring you the very best around. Just like this turbocharged VTEC-powered RX-7.

Make sure you don't miss next month's bumper Japanese special. It's gonna be a corker.

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*East meets west with Kenwood
UK's wide body Scirocco*





HOT RIDE: VW SCIROCCO

Over the past three decades, Japanese car culture has widely been celebrated in UK magazines and rightly so. Whether it be Gran Turismo, Wangan runs, Best Motoring videos or the infamous Midnight Club, Japan has forever been a topic of much interest and conversation. Here in the UK car scene, the Japanese are also well known for their tuning prowess and ability to create innovative products that will transform your in-car entertainment experience. For the past 10-years, Kenwood Electronics has lead the way with a whole host of multimedia products that have demolished the competition. And now they've completely redesigned their Volkswagen Scirocco demo car for 2018 and it's absolutely blinding. How did this second lease of life all come about, then?

"Cars are all about relationships, so we wanted to work with people and brands that have supported us over the years and those who have a shared vision", explains Adam Handley, Sales and Marketing boss at JVCKENWOOD UK. "We wanted to use products from around the globe and celebrate the way the Japanese always

build their cars with style and passion." Adam tells us. "This is when Kyhzyl Saleem came on board to help with the styling of the Scirocco."

Now if you haven't heard of Kyhzyl Saleem, then open Instagram and search for @the_kyza because this guy is worth a follow. It was a smart move for Kenwood to team up with Kyza. His style is wild and always on point and if you're going to make an impact then you need to go against the grain, but in a positive way. When you think about wild Scirocco builds here in the UK, there really aren't that many.

With this in mind, the car needed to be toughed up, so before any of the other parts were decided upon, a set of Voomeran wide arches were ordered from Hideo-san in Japan. With these shipped and a landing date set for the girth-giving arches, here on our tiny island, there would be approximately 6-weeks to take this car from near stock to a usable show car.

This sounds like ages, but for those of you who have created feature cars and cover cars, you'll know that this time soon passes you by. Enter Garage Midnight and Riiva Design. These two companies



I spy with my little eye something beginning with K



The TSI has been treated to a Regal RSS Stage 1 tuning system



Milltek exhaust supplies the external audio



**“When you think about wild
Scirocco builds here in the UK,
there really aren’t that many”**



HOT RIDE: VW SCIROCCO



Mk5 Golf GTi Interlagos fabric is an inspired choice

collaborated on the interior redesign and the all-important wheel fitment. "We got the car into Riiva's workshop and had James and Keith from Kenwood swing by for a cuppa tea. Two boils of the kettle and a few packets of Jaffa Cakes later and we had a decision: The interior of the car was to be kept simple, in contrast to the wild, almost 80s Tiger Stripe vibe of the exterior", explains Ryan from Garage Midnight.

Parts were swiftly ordered. Air Lift Performance suspension, bespoke Rotiform wheels, Cobra seats and Toyo tyres were all sent to Riiva Design. The execution of the metalwork that adorns the interior of the

'rocco was a collaboration between Riiva and MMR Performance. The seamless tank upgrade looks the nuts. If you didn't know the car was rolling on Air Lift Performance, then a quick look through the tinted glass gives the game away. Your eye is quickly drawn to the seats which Cobra have created for this build. Using a Nogaro design, the harness slots have been deleted and Interlagos fabric from the Mk5 Golf GTi has been used for the seat centres. This special fabric will find its way onto the gear gaiter, handbrake handle and door cards over the next few weeks.

When we photographed the car it was still

being buttoned-up. To be completely honest, we wanted to get this car in the pages of FC right away and talked Kenwood into letting us shoot it for this issue. So, you can expect to see this evolve over the course of the show season as Team Kenwood take the car to as many events as humanly possible. It's a joy to look at, too. Beefier Scirocco R bumpers front and rear work so well with the Voomeran arches.

Wheels always make or break a car's looks. And these bespoke Rotiform wheels give the Kenwood Scirocco so much impact. The fitment is millimetre perfect



Two rim designs, one awesome look





*Seamless air tank
replaces the rear seats*



What's this, then?

It's the all-new Kenwood DNX9180DABS with a HD screen that will transform your dash.

Why's it good?

The unit features Kenwood's all-new Weblink system which allows you to mirror Waze and YouTube wirelessly. Apple CarPlay and Android Auto integration is also featured via your smartphone's cable, so you can charge your phone whilst driving.

So I don't have to connect my phone?

No, you simply get into your motor and the Kenwood's built-in WiFi and Bluetooth will pair with your smartphone. Then you can control either CarPlay or Android Auto via the High Definition Capacitive Touch Panel.

Cool, huh?

Kenwood are also brining you a world exclusive by allowing the brilliant Waze navigation app to be mirrored and wirelessly integrated.

What else is good?

WhatsApp via Apple CarPlay. Yes, there's full WhatsApp functionality. This includes voice control allowing you to listen to messages and send replies legally whilst on the move.

www.kenwood-electronics.co.uk






Rotiform VCEs up front

and they have been installed with no spacers. An absolute testament to Rotiform's experience in always delivering what their customer's need. Measuring 10x19-inches front and rear, the design pays tribute to Kenwood's history in motorsport. Jason at Rotiform had these created especially for the build with VCEs used at the front and LHRs at the rear. The centres are finished in white gloss with the lips fully polished. These have been wrapped in

Toyo's grippy 235/35x19 tyres. A classic combo. It's fair to say the Kenwood boys are going to be using a lot of Meguiar's products keeping these clean over the forthcoming year!

Japanese culture is about honour, respect and following through on your word. With this all-new look for their Scirocco, Kenwood are walking the walk, as well as talking the talk. Check it out at a show this year and let the lads know what you think. 

STYLING

Voomeran widearch kit; Scirocco R front and rear bumpers; gloss black grille and badges; Totally Dynamic bespoke wrap

TUNING

Regal Autosport RSS Stage 1 tuning system; Milltek cat back exhaust system

CHASSIS

10x19in ET-3 (front) and 10x19in ET-3 (rear) Rotiform VCE (f), LHR (r) wheels; 235/35x19 Toyo Proxes tyres; Air Lift Performance struts and 3H management

INTERIOR

Cobra Nogaro seats with Interlagos retrimmed centres; Riiva Design rear seat delete, custom seamless tank mount; MOMO 330mm steering wheel

AUDIO

Kenwood DNX9180DABS headunit, DRV-N510 dash cam, CMOS-230 front camera, CMOS-230 rear camera, X301-4 4-channel amp (runs front door speakers), 3x X501-1 amps (2 run the 12s and 1 runs the 10s), KAC-5206 2-channel amp runs boot lid KFC-X134 speakers, 2x XR-1800P 17cm components speakers in the front doors

THANKS

Riiva Design; MMR Performance; Rotiform; Air Lift Performance; Meguiar's; The Kyza; Cobra Seats; Toyo Tyres UK; Voomeran; Garage Midnight; Clifford UK; Regal Autosport; Milltek Exhausts; Totally Dynamic; RH Transport; Bruntingthorpe Proving Ground

That's some booty





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Ultimate Dubs 2018



THE WORLD-FAMOUS SEASON OPENER... AND THE REASON THEY INVENTED MOONPIG AND INTERFLORA!

Twenty-two and a half (Yeah, and then some – Jules) years ago, a lady lay on a bed in Maidstone hospital, screaming obscenities at my dad as she tried to squeeze what can only be described as a watermelon-sized head out of her hoochie hoo.

Obviously, I am very grateful for this, because that woman was my mother, and I'm pretty sure the size of my bonce is just the tip of an iceberg of pain and anguish I've caused her over the last few decades.

Now, I admit I was never the best-behaved nipper. When I was a teenager we didn't have the distraction of online gaming and internet porn to keep us entertained. Instead me and my brothers were all experts in the long-lost sport of winding up Mum to the absolute

limit of her sanity. Even when I was finally old enough for a motor and found myself preoccupied by what girls would do in the back of it (for a bag of chips – I am from Dartford), Mum's car got exiled to the road, so I could use her drive for all the modifying essentials for impressing girls. I haven't lived with my old lady for a long, long time either, but I still have a car parked on there right now. And that's not even the half of the stuff I could mention.

My mum, then, has put up with a lot. She has the patience of a saint, the capacity for unconditional affection that only a mother could have, and I love her dearly. But what has this heart-felt tribute of sentiment and love got to do with everyone's favourite VAG show? Because this year Ultimate Dubs fell on Mother's Day. So sod going around her house for Sunday lunch, I hit Telford instead...

OUT THERE: ULTIMATE DUBS



Zee Germans

Ultimate Dubs, as I'm sure you already know, is widely regarded as the UK season opener. It's also one of very few events to not only take place inside, out of all the wind and rain, and to be a strictly invite-only affair. This means that only the best of the best need apply for a place, and that brings with it a certain amount of expectation centred around what everyone's been building over the winter... Volkswagens mainly. Fancy that!

The point is that, long-time venue, the International Centre in Telford, is always rammed with the finest the VAG world has to offer – but more recently there's also been a few other surprises thrown in for good measure. Even though the 'rules' this year were looser than ever, and by that, I mean it's no longer exclusively VW metal, it's still predominantly embraces the cars from the Fatherland. Put it this way, if you love a Golf, you're pretty sorted. And if you don't? Well, you'll get around the event a bit quicker, but there's still plenty that will catch your eye.

What's also pretty evident is that there's something here for every age, a mixture of the modern and the classic working in perfect harmony, all modified in a variety of different ways catering for just about every whim and personal taste... and all to the highest standard you're likely to see anywhere in Europe. I'm not saying you'll like every single car inside, but you will absolutely love quite a few. This sort of diversity is what makes life interesting.



We're loving this 6N Polo



Top 5 – Ultimate Dubs: VW Caddy

The fact this VW pickup is absolutely flawless isn't the only reasons we absolutely love it. No, the story behind this one is pretty damn impressive too. It's been put together by Dub fan Brandon Trumble who started the project just a year ago when he was 16, way before he even had a licence to actually get it anywhere. That's what we call a proper first car!



This Mk2 was absolutely stunning



Perfection in Golf form



On the Outside...

The International Centre is a huge venue and, over the years, Ultimate Dubs has grown to fill all of its exhibition halls with an ever-increasing collection of display cars and trade stands. In fact, nowadays it's pretty much full, and plenty of the more amazing cars you'd expect to have an 'indoor' space are starting to spill outside.

Now, although there's always been a gathering of sweet modified street cars in the carpark immediately outside the venue, as the years go on, more and more of them seem to be jaw-droppers in their own right. It adds up to a heady mix of out-and-out show cars, quirky daily drivers and just about everything in between. And all of that is before you even get in the front door to buy your ticket.



Top 5 – Ultimate Dubs: Audi TT

This eye-popping bagged TT was displayed on the Ispiri Wheels stand and perfectly demonstrates their X2 System, where you can run different rims on each axle for a thoroughly motorsport-inspired look. Built by Jules Loose and about as lairy as it gets on the outside, it's also rocking some tasty Quattro Sport Recaros, a whole load of other posh trimming touches and a big, fat cage, on the inside. We'd just love to see what it's packing under the bonnet!



OUT THERE: ULTIMATE DUBS



Why have two air tanks when you can have one massive one?



Brendan Dolo's new TT is a bit tasty



Clean. Simple. Gorgeous. Just like our Midge (apart from the clean and gorgeous bit)

Get down!

I think it's fair to say that 90 percent of the cars on display were sitting rather nicely on air ride. What with the fact that many kits have a whole list of performance credentials nowadays, it's just the way the worldwide scene is going, and there's certainly nothing wrong with that.

Whether you agree with the sentiment or not, there's plenty of evidence to suggest that bags are THE mod of the new generation. Obviously, that's compounded quite a bit when it comes to fans of German metal – this sort of stuff seems like it should come as standard!

Yes, as about a billion different T-shirts out there will testify, stance is important as ever. But what's interesting is that nowadays there's plenty of emphasis on the actual installation too. No longer can you simply hide your tank and compressor setup away from prying eyes. You have to embrace it. For many of the cars here it was one of the most stand-out features.

It's clear to see that UD brought with it quite the selection of weird and wonderful hardline installs, all sporting a variety of different tanks and configurations. If you thought bonkers audio installs were the must-have in the noughties, this is the sort of shenanigans that drops jaws a decade or so later.



Top 5 – Ultimate Dubs: MK4 Golf

If there's anything else you can actually do to a Mk4 Golf Turbo, can somebody please let us know? This stunning purple (It's aubergine actually – Jules) five-door, from one of the guys at The London Cartel, is not only rocking air ride, huge Watercooled CC10s, an awesome leather trim and more R32 bits than you'll find on... well, most R32s. But you'll notice it's also had one of those mythical 1.8T 'big turbo' conversions too. I'm sure you can make up your own joke about big purple monsters...



Top Transplants

If there's one universal truth it's that modifiers have been crowbarbing bigger, more powerful and higher spec'd engines in since the beginning of time. Well, you'll be glad to know that the words Ultimate Dubs Show translates into German as 'Engine Conversion Show' (probably). What with the Volkswagen Audi Group offering a whole load of legendary engines over the years, that's hardly surprising is it? And obviously you see plenty of VAG staples like 1.8T, VR6 and R32 lumps popping up in all sorts of cars, especially those of the old skool variety.

There were a few more off-the-wall configurations to check out this time around too. How about an Audi RS V8 crammed into a Transporter to start you off? Will the madness ever end? We hope not.



Hoops, hoops and more hoops

It goes without saying that we never need much of an excuse to dedicate a little ditty solely to wheels. But we have to say the selection at UD still amazes us every time. It shouldn't of course. Dub fans are known for leading the way when it comes to rims and fitment, and we should be fully expecting everything from rare classics and supercar wheels, to one-offs and special editions. But you still can't help but let your jaw hit the floor when you're presented with hoops such as these. You just can't fight human nature.



Top 5 – Ultimate Dubs: Vans

Everyone loves a modified van. Nothing quite has the same mass appeal, and maybe that's why Plush Automotive has two matching VWs for, what they call 'work purposes'. Yeah right! Their Caddy and Transporter have all the stuff you'd expect from Plush too – ABP air ride, huge Rotiform wheels and the sort of retrim God himself would have to save up for. In other words; everything you could ever want in a van. Twice.



OUT THERE: ULTIMATE DUBS



New Gear

One thing we love at any show is having a mooch around the trade stands to see what bargains we can pick up and ogle all those funky new products that are just about to take the market by storm. UD certainly didn't disappoint on that front either. There was loads to check out, including plenty of big names like Air Lift Performance, VIBE Audio, Ispiri Wheels, Nankang and ABP Suspension, all of them taking on huge stands to show off their latest gear. We also managed to count no less than 24 different detailing brands among the other stands – I mean, I know that VW fans like it squeaky clean, but damn.

That's not a VAG...

OK, so as I said. UD started out as a strictly Volkswagen affair and over the years it's become a little looser to include other German cars. For the last couple of years though, it's been hard not to notice a few from the wider world of car culture creeping in.

To be honest though, all these cars fit in to the UD ethos perfectly, and that's the only reason why you'll see them here on display. It's not like rocking up to Japfest in a Corsa VXR and moaning when you get told to jog on. There's a good reason for the infiltration of these very un-German motors. When you think about it, plenty of the more traditional VW-nuts like their cars quick, slammed and ridiculously clean. Less is often more, and who can say these don't fit into that strategy? They may not have a German badge on the boot, but this lot certainly deserve to be honorary Dubs.



See Jay's awesome Datsun in issue 396



Some chap off the telly owns this



Go Next Year

To be fair, we've only just got back from this one, so there's no way they would have announced dates for next year yet – I'm not even going to look!

Instead rest assured that Ultimate Dubs 2019 will be at the International Centre in Telford, will take place in early March, and it's going to be an awesome start to another season. That's all you really need to know.



Top 5 – Ultimate Dubs: VW Polo

When it comes to super-clean builds there's only a few cars on the planet that can touch this stunning little Polo Coupe. Here's one for those who quite like to spend an afternoon or three with the toothbrush and detailing kit in hand. Immaculate paint, an interior retrim and air install that's a sight to behold – and an engine so shiny it should be used as the mirror in a Gillette advert! It takes a lot of work to build a car and then keep it looking like it's never actually been driven. Amazing stuff.



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The Devil's Own

666: the number of the beast. If you thought the Nissan 370Z was evil enough in standard form, look what happens when you strap a couple of turbos to it...





*Forget less is more. Here's
a case of more is more*



666bhp #BOOM

There are certain cars that are characterised by being all-motor from the factory. The Ford Mustang 5.0, the Honda S2000, the Porsche 911 GT3, the AE86 Toyota Corolla – machines whose engines are so fabulously skilful in naturally aspirated guise, they feel no need for forced induction.

Of course, the old saying that less is more is entirely down to personal taste. If less is more, imagine how much more you'd have if you followed the 'more is even more' route. Yeah? There's no point messing about, power is power. Strapping turbos to these unsuspecting engines will make colourful and emotive things happen. No matter what people tell you, more is more. That's what the word means.

The Nissan 370Z is one of those traditionally all-motor creations that we so revere. It comes from the factory with a muscular 3.7-litre V6 which, in European spec, kicks out 326bhp while making amusing growling noises. There's a lot to love here. It's the typical sports car formula – small footprint, big engine up front, drive to the rear, way more power than you need to shove you up the road like someone's jammed an Exocet missile up your cornchute. But that's not enough for some people. Why settle for simply going hilariously fast, when you could be going so fast that your eyeballs start to bleed?

That's the path Thomas Nguyen has taken here, and that pair of whistlin' snails certainly seems to be working out well for him.

"This all started around seven years ago," he explains. "I had a real thing for 350Zs back then, so I bought one with the intention of building it up into a big-power project. Unfortunately I made the mistake of letting someone else drive my car, and he spun out and totalled it.

"He left me hanging with no help, and I could only afford liability on the car at the time. So I was forced to sell the wrecked

chassis and motor and collect what I could."

That's a fairly shitty turn of events, but Thomas isn't the sort of guy to let his dreams die simply because some other ham-fisted goon can't handle the horsepower. So after the red mist had cleared, and he'd regrouped and saved up the necessary funds, Thomas bought himself a 2010-model 370Z so the merry dance could begin anew.

This is a logical evolutionary step, but what a lot of people don't realise is that the 370Z is a wholly different car to its 350Z predecessor. It wasn't just a case of



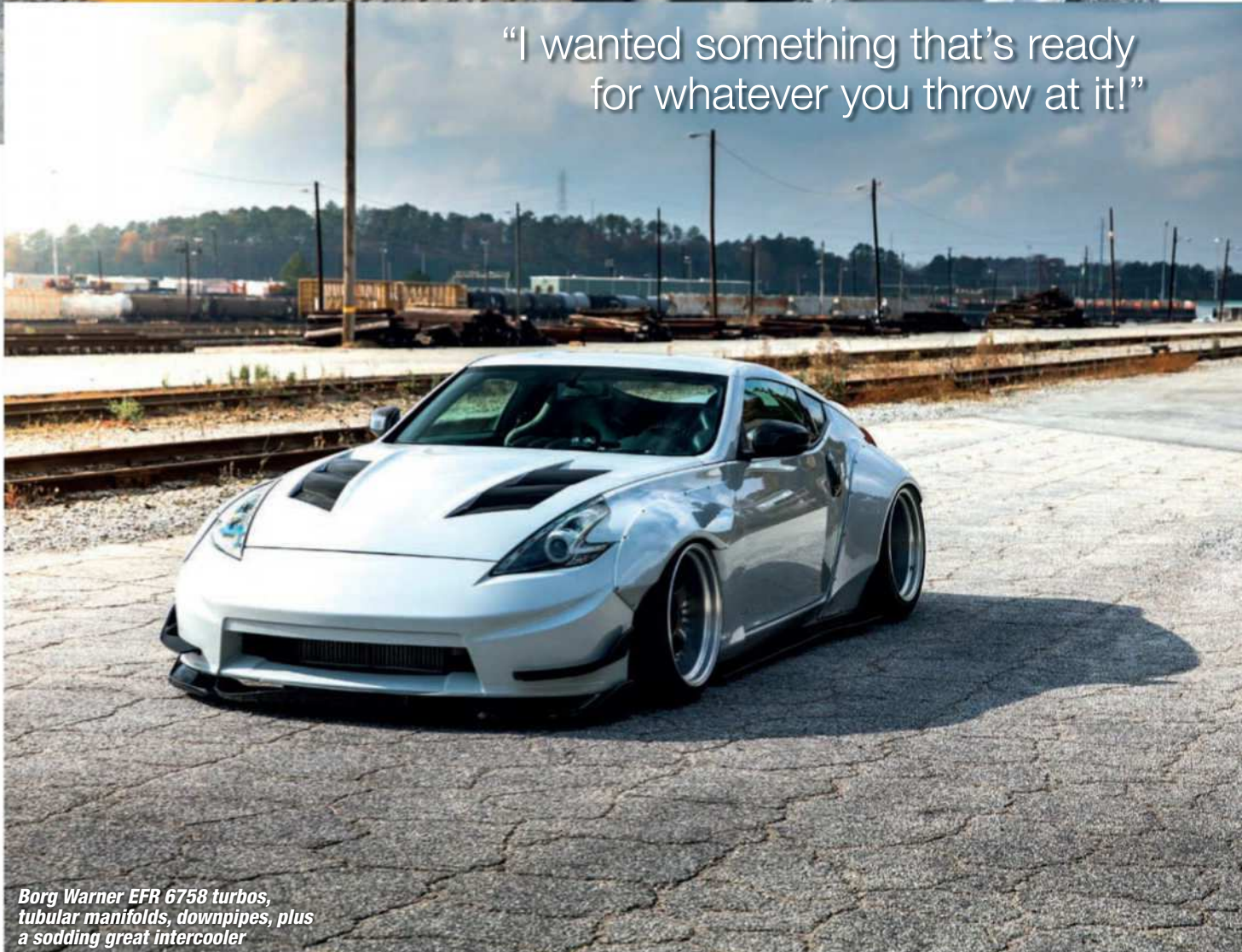
If you've got a 370Z and £9,995 burning a hole in your pocket the AAM Competition Twin Turbo kit is available in the UK from TORQEN – www.torqen.uk



*11x19 inches at the front,
13x19 at the back*



"I wanted something that's ready
for whatever you throw at it!"



*Borg Warner EFR 6758 turbos,
tubular manifolds, downpipes, plus
a sodding great intercooler*

HOT RIDE: NISSAN 370Z

increasingly displacement by 200cc and swapping the badges, pretty much every part of the car was redesigned or upgraded. The new model had a shorter wheelbase and a wider rear track, copious aluminium chassis components, forged control arms, big Akebono brakes, the works. Lighter, stiffer, more powerful, better. The ideal next-gen base for Thomas's project.

"At first I had much to learn about how cars work, and which parts did what, and what goes where," he admits. "So I didn't mess with the car too much to begin with, but I did have my trials and errors from buying cheap parts or replica stuff. I learned my lessons one mistake at a time!"

This is an eminently sensible way to go about things, rather than rushing in like the proverbial bull in the pottery wholesaler, and first-hand mistakes teach you valuable lessons about prudence. Step by step, Thomas was learning everything he could about his car, admirably improving his

knowledge base before forging on with the real power mods.

"Finally I realised the right path I wanted to take," he says, "and was lucky enough to have Z1 Motorsports practically down the street from me. They helped me out with sourcing my twin-turbo setup and installing the kit, as well as pointing me in the right direction with what supporting mods I needed in order to have the car safe and reliable. So I owe thanks to the team at Z1 Motorsports. They have been there every time I needed them!"

The turbo kit is from AAM Competition, a company who magically deliver huge power without noticeable lag along with proper OEM fitment (how do they do that?!), and it comprises a pair of Borg Warner EFR 6758 turbos, tubular manifolds, downpipes, and a sodding great intercooler. Thomas has augmented all of this with vastly uprated fuelling to suit, a ported intake manifold, AAM intakes, a free-flowing Tomei exhaust

system and substantially strengthened transmission. The upshot of all of this is a mighty, devilish 666bhp at the rear wheels. Which is ridiculous, frankly, and must keep his palms moist all the time. Fantastic.

Those rear wheels need a decent contact patch to help deploy all of these rampaging horses, as you might imagine, so you may be unsurprised (albeit extremely impressed) to learn that the rear wheels measure a whopping 13x19 inches; the fronts aren't shy either, at 11x19 inches. They're WORK Meister S13Ps, and their mile-deep dishes and fat spokes suit the chunky styling of the Zed down to a tee.

Which brings us to the next stage of the car's evolution. You see, having sorted the car's function, Thomas was very keen to address the form.

"A few years down the road, Aimgain came out with the widebody kit and I had to have it!" he recalls. "So I contacted Bulletproof Automotive since I'd ordered



Status Racing Ring GTX seats + Takata harnesses = awesome



Vertex steering wheel is more dishy than Margot Robbie



“It’s pretty much perfect as it is now.
It’s good to know when to stop”





Aggressive width is thanks to an Aimgain kit

through them before and they're known for obtaining rare JDM parts – Varis, Aimgain, Voltex and so on. Communication is key when you're ordering such expensive parts from overseas, and this company is one of the best places I've found to do business with. For most of the easier-to-get parts like wheels and carbon fibre pieces I deal with Showstoppers GA – very honest guy, and always beats prices for me. He's helped me out with a few sets of WORK wheels I've ordered and always comes through for me!"

The muscular little coupe is now aggressively wide thanks to that Aimgain kit, and also wears a carbon vented bonnet, AeroJacket duckbill, custom skirts, Amuse rear bumper and all manner of other tricks. All of that is artfully slathered in a custom, top-secret shade of paint that Thomas reckons was inspired by Ford's Avalanche Grey.

"I built this car to be my reliable street car," he says, which – given the satanic horsepower figure – is a pretty heroic standpoint. "I didn't want to build the car for strictly one purpose, I wanted something that's ready for whatever you throw at it, whether it's a show, track day, or just to cruise on Sunday. When you invest that much time and money into an object, the best thing you can do with it is to enjoy it. Just take it out, and drive it."

We couldn't agree more. Fast cars are for driving. So is he happy with 666bhp and those wide hips that won't quit, or has the modding bug burrowed too deep into his brain? "I think it's pretty much perfect as it is now," he reasons. "It's good to know when to stop."

Wise sentiment indeed. Thomas has already sidled in alongside the devil with this one. Best to keep him on-side, eh? ■

The paint is a top-secret custom shade inspired by Ford's Avalanche Grey



STYLING

Custom paint inspired by Ford Avalanche Grey; Aimgain front bumper with canards and Type 1 lip; Aimgain widebody fender flares; custom sideskirt extensions; retrofit headlights; VIS carbon fibre vented bonnet; Evo-R carbon fibre door handles; Evo-R carbon fibre mirrors; AeroJacket duckbill; Amuse rear bumper; JDM rear brake light.

TUNING

VQ37VHR 3.7-litre V6; AAM Competition twin-turbo conversion; 2x Borg Warner EFR 6758 turbos; integrated CRV and wastegates, AAM intercooler and piping; AAM cast iron tubular manifolds; AAM downpipes; CJM stage 1.5 fuel return system; DeatschWerks 1,000cc injectors; Aeromotive 340 fuel pump; Tomei Expreme Ti non-resonated exhaust system; Z1 motor mounts; ported intake manifold; AAM intakes; Z1 Performance clutch kit; 6-paddle race disc; lightweight flywheel; Z1 CSC elimination kit; short-shift; 666whp; 561lb.ft at 15psi.

CHASSIS

11x19in -30 (front) and 13x19in -50 (rear) WORK Meister S13P wheels; 275/35 Toyo Proxes (f) and 345/30 Toyo R888 (r); Project Kics lugnuts; Air Lift Performance struts and 3P management; SPC camber arms; SPL toe bolts and arms; Whiteline bushes; Nismo anti-roll bars; Amuse rear strut brace; Akebono BBK; Z1 drilled and slotted discs; Hawk brake pads; stainless brake lines.

INTERIOR

Status Racing Ring GTX seats; Planted seat rails; Takata harnesses; HKS boost controller; Tanabe boost/AFR gauges; NRG hub and quick-tilt system; Vertex steering wheel; titanium gearknob; Valentine One radar; double-DIN audio.

THANKS

Many thanks to the Z1 Motorsports team! And also Bulletproof Automotive, Showstoppers USA, and everyone else who makes the experience worth it. One radar; double-DIN audio.

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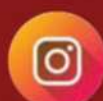
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TOP 10 AFFORDABLE DRIVERS' CARS

Cars, it goes without saying, are for driving. Sure, there's a lot to be said for the low-and-lazy cruise through town to let everyone see the effort you've put into your pride and joy. And of course we're very much on board with the show scene, allowing everyone to get up close and personal with those intricate details that your beloved build is filled with. But for the sheer visceral thrill of human being and internal combustion in perfect harmony, all you need is one good road and a little time to enjoy it. Of course, it doesn't really matter what car you drive. If you set your alarm for 5am and head out onto

to your favourite roads while no-one's around, dominating every apex as the sun comes up in your mirrors, you're going to have fun in any car. But it really amps up the experience if you've got the right car, doesn't it?

There have been countless automobiles over the years which could be considered to be good drivers' cars, but surprisingly few great ones. What we've pulled together for you here is a list of the cream of the crop: the cars that will make every journey special, whether you're off to the shops or hammering the Nürburgring. And if you do own one of these, you won't mind that 5am alarm one bit...

Honda Integra Type R (DC2)

This Championship White superstar was the first Type R officially offered in the UK. Contemporary sales literature proudly stated that "the 'R' stands for racing", and this was evident throughout the car. They took the B18C1 engine from the regular Integra GS-R and threw in molybdenum-coated aluminium pistons, a bigger throttle body, stronger conrods, reshaped intake valves and a bigger exhaust. These were handbuilt engines that revved to the moon; peak power – 187bhp – arrives at 8,000rpm, with your safety-redline set at a quite silly 9k! The entire bodyshell was strengthened with thicker steel along any potential stress points; suspension was lowered, bushes and anti-roll bars thickened up, aluminium strut braces arrived at either end and – the pièce de résistance – a helical LSD was bolted in. This car is just manic, like a terrier on acid, and it seems obscene that you can buy one for just £7,000. (Or £5,000 for a JDM import.) So much car for the money. Every journey is an adventure – you'll feel like The Stig even if you pop out for a pint of milk.

Top mods: Nankang AR-1s • Tein coilovers • EBC discs and pads



TOP 10 DRIVERS' CARS

Peugeot 205 GTI

OK. Sorry about this. We know there's a certain inevitability to seeing the 205 GTI in a list of best drivers' cars, but we couldn't help it. Seriously, have you driven one? They're insane!

People talk about it being the archetypal hot hatch (well, people who don't think the Golf GTI is, anyway), and it really does wrap everything up in a neat little package. The Peugeot 205 was a basic, affordable little runabout in the early 1980s, offering no-frills practicality to rural French families. The idea of shoving a 1.6-litre motor in there – and then a 1.9 – was frankly a bit bonkers, but the really surprising thing was the chassis. Peugeot, before the GTI, were best known for making sturdy, unbreakable, diesel-powered estate cars that could happily devour 200,000-plus miles across African sand dunes. How the hell did they develop, out of nowhere, a chassis for a hot hatch that was playful, balletic, precise, and rewarded your hooligan inputs by cocking a rear wheel on power oversteer?

The 205 GTI is nuts, and so are the massive prices original ones are selling for these days. Thankfully there are still a few affordable ones out there. Pick up a £4,000 GTI now, as they'll probably never be this accessible again.

Top mods: 306 GTI-6 brakes • throttle bodies • Mi16 conversion



Mazda MX-5 (NA)

The MX-5 has become such an integral part of the landscape in the automotive world, it's easy to forget how brilliant it is. The model's now in its fourth generation and has been a global smash since 1989. And if you want those open-top thrills raw you've got to go back to that first generation, the NA, produced from '89-'97 – available now from just £1,500. There are two key reasons why this is the model you need to go for. Number one: the gearbox. If Leonardo da Vinci had designed gearboxes, this is what he would have made. It's a masterpiece. Number two? Pop-up lights. No cars have them these days – which is fair enough, they do have a habit of skewering pedestrians in accident situations – but they're just so cool.

The NA MX-5 is a truly magnificent thing to drive, too. Proper steer-with-your-bum feel like a gokart, you sit nice and low (and you can fit in it even if you're over six-foot and on the wrong side of the pie counter, trust us), and the handling is outstanding. Tight and firm, but with just enough body roll to make it entertaining, a playful tail that wags on demand – Mazda designed this to behave like a 1970s British roadster, and they got it bang on. And as a bonus, it won't break down all the time.

Top mods: K&N induction • Racing Beat exhaust • skimmed head • SuperPro bushes



Renaultsport Mégane R26

Renaultsport really know their way around a chassis. There were various Clios we considered for this list, but in the end they were all pipped by its bigger brother, the Mégane. Because essentially, the R26 is a hot hatch superhero.

Its full name is a bit of a mouthful – Renaultsport Mégane 230 F1 Team R26 – and with big name comes big spec. Built to commemorate Renault's success in the 2005 Formula 1 World Championship, with both the Constructors' and Drivers' Championship titles, it had a 227bhp 2.0-litre turbo motor and the Cup chassis package, which gave it 18-inch anthracite wheels with 235/40 Michelin Pilot Sport 2s, massive Brembos, and a tighter steering rack.

It also had fabulous Recaros, a shouty exhaust, and – hooray! – an LSD. The upshot of all this is that it accelerates like Usain Bolt, the canny geometry keeps that centre line on the steering wheel firmly on the dead-ahead, and you can take any corner at basically any speed because the diff is glorious. This thing will not understeer. It grips like an angry bus driver's knuckles.

They also did a more hardcore version, the R26.R, which is basically a 911 GT3 with Renault badges: plastic windows, rollcage, stripped interior, carbon bonnet, carbon bucket seats, titanium exhaust, the works. But those are selling for £30k-plus now, whereas a regular R26 is more like £4,500. 80 percent of the thrills, 15 percent of the price.

Top mods: Stage 1 remap • K-TEC FMIC • ITG panel filter



Subaru Impreza RB5

Trying to pick your way through all of the many, many special editions of the Impreza is a total minefield. There have been so many over the years. Some of them were comprehensive re-engineering projects, others were homologation specials, still more were simply badge-engineering. There's a world of difference between a £100k hen's-teeth 22B and a stripped-back clubman rally Spec C RA. The one we've pinpointed for this list is the RB5 – firstly because it's just an astonishing drivers' car. And secondly because we can't work out why these are still so cheap these days.

The RB5 is a reworked special edition of the WRX, of which Subaru built just 444 examples back in 1999 for the UK market, to celebrate Richard Burns returning to the works team. The turbocharged 2.0-litre boxer gives you 237bhp, and the car only weighs 1200kg, so it'll hit 0-62mph in five seconds dead. Acceleration is immediate and handling is hugely involving, encouraging you into lingering four-wheel drifts like a proper WRC pro. OK, the interior was pretty horrible. But you won't notice because you'll be staring wide-eyed and slightly scared at the rapidly advancing horizon. A mad car. And one you can buy for around £6,000.

Top mods: Twin-scroll VF37 turbo • AlcaTek ECU with anti-lag • decat downpipe • SuperPro bushes



Porsche Boxster S (1986)

There are some people who feel that the Porsche brand begins and ends with the 911. They reckon that if it doesn't have six cylinders hanging way back behind the rear axle, it's not pukka. They scoff at Cayennes, they've got no time for water-cooled, front-engined four-pots; the 924, 944 and 968 are none of their business. The 928? Just a 944 with a V8 in it. And the Boxster/Cayman? Not a proper Porsche. The engine's in the middle.

These people don't know what they're missing. There really aren't any bad Porsches and the original 1986-generation Boxster is one of the best cars the company ever built. The early 2.5 is pretty good, the revised 2.7 is a peach, but the one you want to go for is the 3.2-litre Boxster S. This one has 250bhp, and caused a few worried glances to be cast around the boardroom at Porsche, because it was as quick as a 911 Cabriolet and handled better, while being markedly cheaper. And the Boxster's handling really is supernaturally good – it pulls off the improbable trick of being precise without being overly firm. It's frantically eager but comfortable too. Very weird. And you can buy your way into this kind of weirdness from about £6,000. Which, for one of the best Porsches ever made, is a stupefying bargain.

Top mods: Öhlins coilovers • 911 Turbo brakes • lightened flywheel

Ford Fiesta ST

The Mk7 Fiesta ST won pretty much every award that it was eligible to be considered for. From 2013 right up to 2017 it was hooking silverware with plaques saying 'Best Hot Hatch', 'Car of the Year', you name it. And deservedly so, as Ford managed to deftly pull off the 205 GTI trick: take a mundane hatchback, shove in a hot engine, and do incredibly surprising things to the chassis. No wonder everyone loves the ST.

The intelligent little 1.6-litre EcoBoost motor delivers 180bhp and, while it's as quiet as a church mouse around town, it roars like a lion when you're approaching the red line. The nimble little chassis dances to your own tune, almost as if you're willing it into position rather than twiddling that roundy thing in front of you, and there's an overboost feature on full throttle which'll give you 197bhp for up to 15 seconds. And be honest, how often are you on full throttle for more than 15 seconds?

An absolute honey of a car, this is guaranteed to go down in history as one of the greats. In 25 years' time, these'll be going through auctions for the crazy money we're seeing 205 GTIs selling for now... and today? You can get an early 2013 ST for £8,000!

Top mods: Eibach Pro-Kit springs • Cobb AccessPort • Mountune FMIC



TOP 10 DRIVERS' CARS

BMW M3 (E46)

M3 fans are funny people. There have been numerous generations of this fabled and iconic model, and each one has its champions who think theirs is the best. The wide-hipped E30 is, of course, the original, and values are understandably skyrocketing. E36 fans reckon theirs is the one to have – 'The last properly over-engineered BMW', they say. The later E90 is beloved for its muscle car aggression, thanks to its sodding great V8. Although that engine makes a lot of BMW fans gripe that 'It's not a proper M3 with a V8, it should have a straight-six' (neatly forgetting that the E30 was a four-cylinder).

The E46? We reckon that's the pony to bet on right now. This brawny, aggressive coupé came with the 3.2-litre S54 straight-six, one of the all-time great engines, with six individual throttle bodies and an 8,000rpm redline. The body is exactly how a muscle-coupé is supposed to look, and the handling is wild. It has an incredible ability to morph to your driving style – keep things tight and precise and there are few cars that can cover ground quicker point-to-point. However, if you get lairy and hang the tail out, you can drift like a touge hero and detonate your tyres in minutes. This car is whatever you want it to be. It's also still under £10k, just. Although that won't be the case for long...

Top mods: BC coilovers • Injen intake • Dinan exhaust • SuperPro bushes



VW Golf GTI (Mk5)

The Mk5 Golf GTI had to be good. It needed to be. The lightweight Mk1 has gone down in history as being a champion of the hot hatch genre, something so unbelievably tactile and willing that it plasters a smile across your face on every drive. The Mk2 has achieved similar legend status; while bolting the Mk1 GTI's mechanicals into the heavier Mk2 body didn't really set hearts aflame, the evolution from so-so 8v to stellar 16v was a masterstroke.

And then it kinda went downhill. While the Mk3 GTI does have its fans, it was roundly criticised for being heavy, slow, and annoyingly dull. And the Mk4 GTI? That was a disaster at launch. 115bhp from a 2.0-litre? Rubbish. Sure, VW redeemed themselves by easing in the 1.8T and steadily increasing power to make the Mk4 into a good car, but the damage to the reputation had been done.

Thankfully, when the Mk5 GTI arrived in 2005, it was a bloody superb effort. A true return to form. The turbocharged 2.0-litre TFSI offered nigh-on 200bhp, the styling was crisp, the seats were huggy, and the chassis was fantastic. It may be bigger and more complex than the Mk1 (that's just progress), but this £5,000 everyday hero is every bit as fun. Forget the DSG and go for a manual. Point it toward some country lanes, and remind yourself what hair-raising driving is all about.

Top mods: Ramair induction • Forge FMIC • SuperPro bushes • BC coilovers • Scorpion exhaust



Literally any rental car at all

Apart from white vans, the fastest thing on the road is a rental car. Everyone knows that. Whether it's the pop-popping twin-cylinder Fiat you get given on your mates' holiday to Magaluf, or the slightly smelly Vectra you're lumped with when your pride and joy ends up in pieces at the garage, there's a certain lack of fear or personal responsibility that comes with trundling about in someone else's motor.

We're not advocating irresponsible driving of course, but rental cars flick a switch in your brain: they're owned by faceless corporations, they will have been thrashed by everyone who's ever driven them, they'll be scrapped by the time they're five years old because they'll have lost the will to live. So these are the cars that, in the real world, you can push hardest. Brake later. Corner more heroically. Be aggressive with the clutch. Scrape those door handles on the tarmac. Hey, you're paying through the nose for this – get your money's worth!

Sometimes you win the rental car lottery too: we recently had to lower ourselves to a rented Insignia for the weekend, and when we went to collect they gave us a brand new BMW 520d instead. Ching-ching! A diesel executive has never been ragged so hard.

Top mods: Collision damage waiver • heavy right foot • an apologetic smile when you hand the keys back



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YOU SAW IT HERE FIRST

One of the earliest examples to boast a wide-arch kit back in the day, Jared Carter-Oram's RX-7 has always been way ahead of the curve. And now it's back in its latest guise, showing us what we'll all be doing to our cars a few years from now...







We're all familiar with those so-called predictions made by that slightly unnerving Nostradamus dood hundreds of years ago. Fans who have read between the lines of his work claim that he's successfully foreseen everything from natural disasters through to world wars in his extensive collection of writing.

And while it's unfortunately probably nothing more than coincidences dragged into the public eye by those with a particularly strong passion for conspiracy theories, we've recently stumbled upon what appears to be a real-life version of this strange phenomenon in action, in the form of Jared's trailblazing Mazda RX-7 here.

You see, our Devon-based paint technician seems to have a knack of performing modifications to his beloved long-term project car that eerily always seem to become the next global trend a few years after he's completed them. Take our advice: keep close tabs on this geezer if you want to stay at the bleeding edge of future modding styles.

"I did the wide-arch conversion basically from scratch soon after buying the car, when I moved back to Devon and started my company, Dip Demons," he modestly explains, hinting at one of the first of many alterations to be performed to this rotary-powered stunner several years ago. "In fact, I sometimes wonder whether other bodykit companies actually used my designs as inspiration!"

Developing the now well-established hydro-dipping company, Dip Demons, Jared thought it'd be a great idea to make his personal car stand out a bit more to show off what services he could offer. Which is where the idea to convert the car to a wide-body affair came from.

The problem was, this was long before the days of the bolt-on kits we're now all too familiar with. Which meant he had to get a little creative and start from square one. "I liked the look of the old

Fortune kit, but it was way too expensive for my liking," he says.

"I therefore made some arch extensions from scratch, which were then blended into a widened RE Amemiya front bumper and the car's standard rear bumper." The results look just as epic as any Liberty Walk or Rocket Bunny-kitted car out there, which make the fact this work was performed the best part of a decade ago seem all the more incredible.

Although this JDM example of Mazda's finest coupé only had a minuscule 17,000 kilometres on the clock when he snapped it up, Jared is the first to admit it was a bit of a dog to start with, especially in terms of the engine and bodywork. With the brap-happy lump falling a long way short of full health, combined with the fact he was keen to switch up the auto gearbox to a manual offering, the next chapter of the story revolved around freshening up that drivetrain while adding a whole lot more power to boot.

It's for this reason the car was dropped off at the legendary Steve Revett's garage – a guru of all things rotary. Given the loose brief to keep things reliable while increasing the number of ponies on tap, Steve soon got to work giving that 13B motor a full overhaul, with a lumpy-idling street port thrown in during the rebuild to open up more possibilities later down the line.

Swapping up the smaller duo of standard turbochargers for one huge HKS boost snail, complete with all the other turbo-related upgrades you'd expect, like that trick V-mounted intercooler, Steve soon dialled in a figure of 501bhp from the car's new APEXi ECU when it was strapped onto the rollers – complete with an eargasm-inducing soundtrack, of course.



"It's amazing now," says Jared unsurprisingly. "The power delivery is so smooth – there's a much more progressive feel to it all than when it was running the twin-turbo setup. Oh, and it's incredibly loud, of course!"

With its subtle drop on some coilovers and those colossal dished




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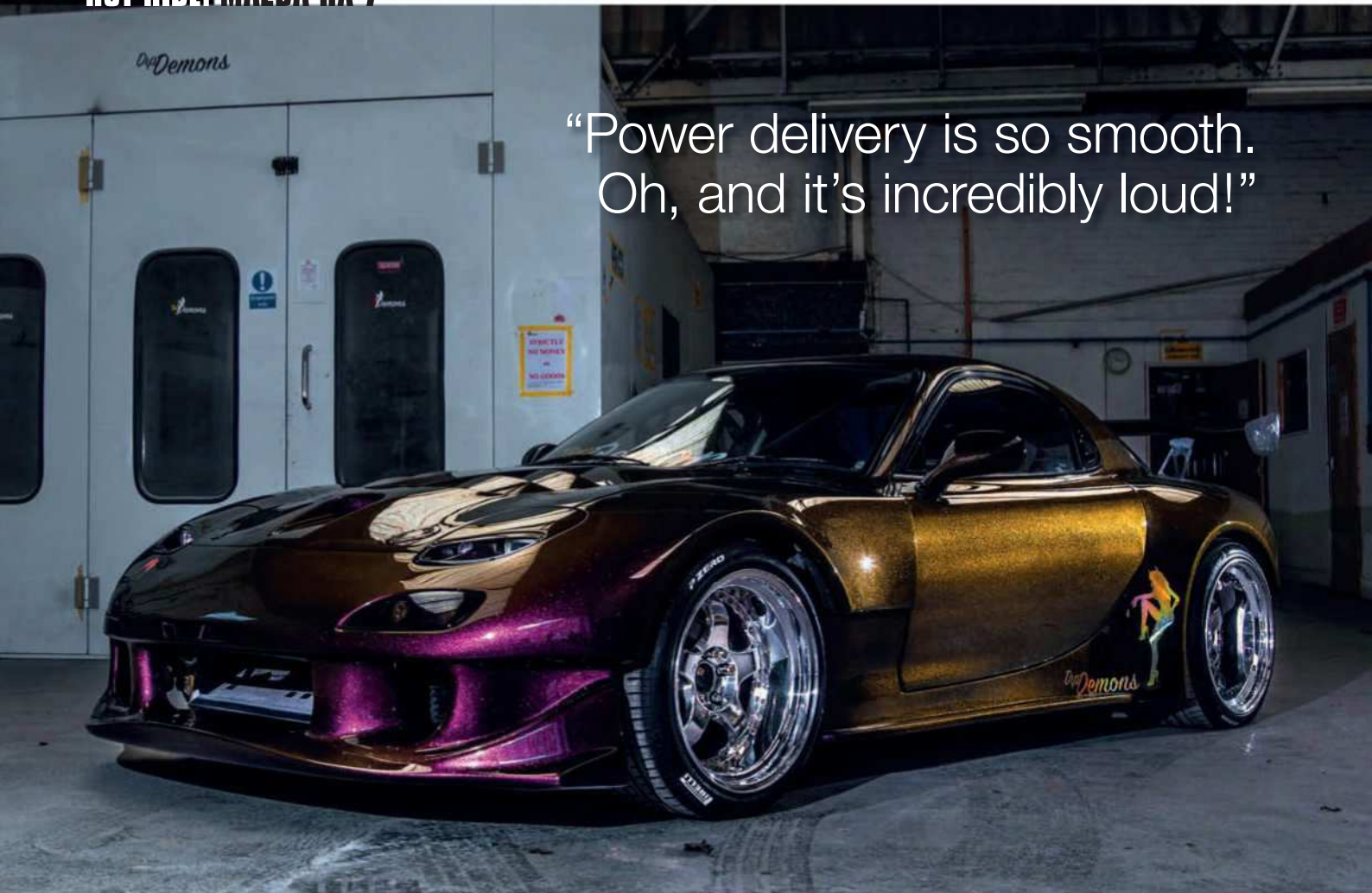
FLAME CAM



"I kept getting told the car was firing out huge flames as I drove along after it was tuned up, but no-one could ever catch a photo of it," a frustrated Jared tells us. "So I incorporated a mini camera into the rear lights which faces down towards the exhaust and is linked to my headunit screen... I call it the 'flame cam'!"



13B-REW twin-rotor Wankel
rotary engine plus a **HKS**
T651R turbocharger



“Power delivery is so smooth. Oh, and it’s incredibly loud!”

WORK split rims propping up each corner (the likes of which were a very rare sight in the UK at this time), Jared enjoyed showing off his cutting-edge RX-7 to the masses at various shows throughout the next few years, with each season bringing with it a new aesthetic in the form of trick paints and awesome hydro-dipped panels applied by himself and the team at Dip Demons. You might remember seeing the car in one of its many previous forms (the lime green phase was one of our particular faves) as it successfully kept onlookers on their toes each year.

But there’s no denying the outright epic-ness of the way this thing looks right now since its most recent outfit change, with Jared keen to push things forward and show those who love the car so much

just what to look out for on the show scene over the next few years. “The flip colour actually comes from the lacquer, the base paint is black,” he surprisingly reveals, touching on that unmissable dual-tone hue the car now sports.


Hailing from Japan and rather curiously being developed off the back of new nail polish technologies, this ‘Magic Colour’ lacquer offers far more than your conventional pearlescent paintjob, as Jared explains. “If the car’s viewed indoors, it’ll look just like a TVR-style flip paint. Take it outside, though, and the effect is completely different depending on which parts of the bodywork are in direct light and which aren’t.”

Seeing is believing, and the oil-slick effect really is nothing short of mesmerising – seeming to change constantly depending on where the sun is. Topped off with those striking glitter flecks, and this is one paintjob you’re sure not to forget in a hurry.

But that’s not where the exterior tricks finish, as Jared’s also incorporated some equally as impressive hydro-dipped quirks scattered here and there to fully ensure you never mistake this monster for any run-of-the-mill RX. Look closer at those rippling bonnet vents, for example, and you’ll notice that there’s a skull-pattern lurking underneath.

Finished with a glow-in-the-dark paint, he’s even incorporated LED lights to ensure an optimum glow when the lights go out. Where else will you see that?! Peek your head into the engine bay too, and the attention-to-detail on things like the underside of the bonnet really stick in your head for all the right reasons.

Once a ropey white automatic example with a dodgy bonnet stripe, the transformation that Jared’s performed to his faithful sports car from top to bottom over the years is nothing short of inspirational. By remaining loyal and performing regular updates as he goes along, too, he’s managed to keep everyone on their toes during his impressive journey at the same time.

It might not surprise you to hear that plans for the next eagerly-anticipated phase are already underway. And they’re sure to blow our minds all over again... 



Now there's a unique, striking patterned finish



IT'S WHAT'S INSIDE THAT COUNTS

You might've noticed it's not just the exterior of this impressive car that's received some trick hydro-dipping work, with the cockpit of Jared's Mazda also benefiting from some of Dip Demons' handiwork, too.

Complementing the full Alcantara re-trim now, practically every plastic panel inside benefits from this striking patterned finish, creating a truly one-off interior. Teamed up with that sporty NRG steering wheel and a sprinkling of gauges, it proves to be an extremely pleasant place to spend some time.



STYLING

Full re-spray in black with custom purple/gold Magic Colour flip lacquer; custom wide-arch body kit (comprising bespoke arches blended to modified RE Amemiya front bumper and factory rear bumper); R-Magic 'Sleek' headlights; custom Car Shop Glow LED sidelights; glow-in-the-dark skull-pattern hydro-dipped rain tray under-bonnet vents; carbon fibre painted bonnet with flame-pattern hydro-dipped underside and multi-colour flake base; carbon fibre rear wing; EP Racing custom rear diffuser; 'flame cam' camera in rear reversing light.

TUNING

13B-REW twin-rotor Wankel rotary engine; 'super street' ported and polished; single HKS T651R turbocharger; custom turbo manifold and downpipe; full Blitz Nür-spec stainless steel exhaust system; V-mount intercooler; GReddy dump valve; GReddy 120-degree elbow pipe; alloy radiator; twin oil coolers; AEM ignition coil conversion; Bosch 044 fuel pump; K Parts secondary fuel rail with 1680cc injectors; K Parts fuel pressure regulator; Bremist water injection system; 3-bar MAP sensor; air con delete; 'rats nest' solenoid delete; APEXi Power FC ECU.

TRANSMISSION

Five-speed manual gearbox; Blitz Active clutch; lightened flywheel; short shift conversion; KAAZ limited-slip differential.

CHASSIS

12.5x18in (front) and 15x18in (rear) WORK Meister three-piece split rims; 285/35x18 (front) and 315/30x18 (rear) Pirelli P-Zero Rosso tyres; TEIN Mono Flex adjustable coilovers; rear differential brace; factory disc brake setup with ABS delete.

INTERIOR

Full re-trim in black and grey Alcantara; hydro-dipped patterned interior panels; NRG steering wheel; APEXi Power FC hand controller and AVCR boost controller; Blitz gauges (water temperature, oil pressure, oil temperature and exhaust temperature); Pivot tachometer stepper-gauge; battery relocated to boot.

THANKS

Dip Demons in Newton Abbot and Steve Revett for all the engine work.



With 501bhp this is the view most of us get of Jared's RX-7

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CARMATS4U ELITE RANGE From £150

It has to be said, we've seen some pretty bloody posh car mats in our time, but this new Elite range from custom carpet meisters, Carmats4U, really does take the biscuit. In fact, even the OEM mats from the likes of Range Rover and Bentley don't seem quite as plush as these buggers. And we don't have to tell you how much all the main dealers love to pull your

trousers on price either, even for the simplest tailored items.

What's really special here though, isn't just the fact that they're clearly more opulent than Elton John's bath mat. No, it's that you can customise every element of your tailor-made and hand-finished set on their interactive website. It's like having one-offs made by a specialist trimmer, only at a fraction of the price.

And when you're done perfecting your design, they'll even send you a mini (mouse mat-sized) sample so you can check that all your colours match, along with some full-size templates to make sure the fit is spot on.

Only when you're 100 percent happy will they get their army of tailoring specialists to carefully craft your swanky bespoke set.



Build your own

Of course, the best way to see what's available is to get online and check out all the options for yourself. What with the world's largest selection of car templates and even the option of making your own, it looks like you really can have it all!

www.carmats4u.com



Loads of options...

Now obviously there are plenty of colours for the luxury brushed-velour carpet bit, and all sorts of trim and stitch options to choose from too. But perhaps what's most interesting here is the 'welded' leatherette parts, which can be applied in a number of different configurations.

Available in 14 different colour options, these undergo a patented sonic-welding process to give the appearance of soft quilted leather. But they're actually made from Polyurethane shell-coated leatherette, which is hard-wearing enough to be used under-foot.

The result, unlike many of the posh items we've seen over the years, is mats you can actually put your dirty feet on. A novel concept we're sure. In any case, these have to be one of our top products of 2018.

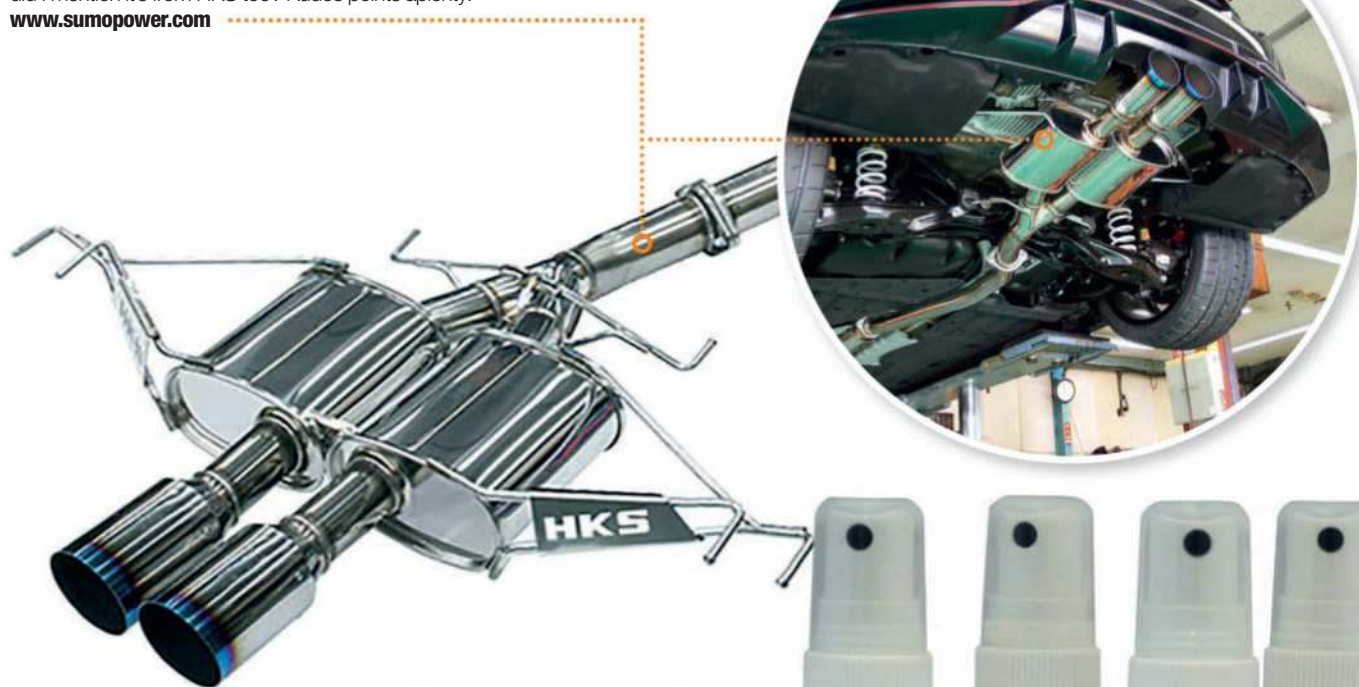
TOP TUNING GEAR

HKS LEGAMAX FK8 CIVIC TYPE-R EXHAUST, £1,200

This is what happens when a trio of legends in the Japanese car world collide. I'm talking of course about Honda, who make the ballistic new FK8 Type-R, HKS, who expertly craft this dribble-worthy work of stainless steel perfection, and Sumo Power who make sure we can get our mitts on one here in the UK.

So, what's so special? Well, apart from the rather epic-looking titanium tips, this premium LEGAMAX exhaust uses 75mm diameter pipe and a straighter design for a 50 percent increase in flow over standard. This helps the turbo run more smoothly across the rev range, increases engine output and can support mods producing up to 540bhp of grunt. Oh yeah, did I mention it's from HKS too? Kudos points aplenty!

www.sumopower.com



UNIQUE SCENTS AIR FRESHENERS, £4.95

How fuckin' nuts is this stuff? Very, is the answer. Although each and every one of them is extremely cool, particularly if you're planning on treating your nostrils to something that's a little on the unusual side.

From the name alone, you've no doubt gathered that Unique Scents offer a range of air freshener sprays. But what you may not be aware of is the 20 weird and wonderful whiffs that are poised to take the car world (And Jules' bathroom – Midge), by storm. These mentalist concoctions range from the super-sweetie-style stuff like black jack, jelly bean and raspberry ripple, to some deceptively-fragrant, albeit very strange, scents, such as cocoa and log fire, magnum (the gun, not the PI) and, our personal favourite, unicorn fart. Smelling is believing people.

www.unique-scents.com



TOP NEW HOOPS...

HÜB Design V1f, £TBC

Here it is. The long awaited new wheel from HÜB Design. And we have to say it's absolutely batshit! There aren't many firms with the spuds to bring something like this to the market. And we like that kind of bravery. A lot. From the PCDs (not to mention the little unlaut on the word HÜB), we can deduce that these massive hoops are designed chiefly for the bigger German cruisers out there (No shit Sherlock – Jules). It's also pretty obvious that they won't be for everyone, but the REALLY important question here is simple – what do you think of 'em? Das ist gut? We think das ist fuckin' awesome.

www.hub-wheels.co.uk

Sizes: 8 and 9x19, 8.5 and 9.5x20

PCDs: 5x112, 5x120

Finishes: Black on Black Polished and Gunmetal Polished



Kambr 250Z, From £640

Speaking of perfectly formed, classic designs, how about this all-business multispoke rim from Kambr? Available in three stunning finishes, we love the fact it's a simple motorsport-style wheel. But what's most important is that it's one of the most usable wheels on the market. It'll look the part on just about any motor and, because it's an 8x18 that can be drilled to any five-stud PCD, it'll fit the 98 percent of them too. Inspired.

www.kambrwheels.co.uk

Sizes: 8x18

PCDs: 5x98-5x120

Finishes: Gloss Black, Gloss Gunmetal, Hyper Silver





DIRENZA VXR BLACK EDITION INTERCOOLER, £350

There's no denying that the latest Corsa VXR is already one of the all-time great drivers' cars, and its bigger brother, the Astra GTC isn't half bad either. So, with that in mind, you'll be pleased to know you can make both of these epic blown hatches even faster by ditching the stupidly small standard intercooler for one of these Black Edition FMICs from Direnza.

Designed to stand up to some serious abuse, arguably the sort of stick these cars were designed for in the first place, this bargain setup is a tried and tested way of keeping those intake charges low to limit power loss on the limit. Griffin nuts rejoice. And then get your orders in.

www.direnza.co.uk

GTECHNIQ C5 WHEEL ARMOUR, FROM £22.50 (15MM)

Show season is officially here. We're waiting with our fingers crossed, hoping decent weather will soon be following too... welcome to Great Britain people.

Still, before you pull your expensive summer rims out of storage or bolt on that spanky new purchase, you may want to consider whacking some of this stuff on 'em. Why's *that*? Because what we've got here is the world's most advanced wheel protectant.

Designed to chemically bond to rims on a molecular level, this stuff may take 12 hours inside to fully cure but, once it does, it'll repel brake dust and other contaminants for a whole two years. I mean, who knows where we'll all be in 2020, but at least your wheels will be sorted. You can't put a price on that kind of peace of mind.

www.gtechniq.com



WORKSHOP ESSENTIALS



Sealey 40th Anniversary Gear, £POA

When you hit any major milestone, it makes sense to celebrate in style. That's why, for our 30th birthday issue last year, you'll remember Jules and myself got inked to mark the occasion (And yours still isn't as good as mine – Jules).

Anyway, what with UK tool firm Sealey being even older than us, to celebrate four decades in the business they're taking 200 of their most popular products and offering up to 55 percent off the prices, right up until the end of April. Pretty bloody generous of them I think you'll agree.

But what are these multi-coloured delights all about? Well, they've also brought in a brand-new run of exclusively-priced, limited edition 40th Anniversary products including a four-tonne rocket jack, axle stands and all sorts of other workshop essentials. (We're pretty sure they got that idea from us!) Available in orange, green and yellow these hi-vis items could well be future collector's items. Or then again, you could just use 'em. Either way you'll save a wedge of cash and that's always a winner in our book.

www.sealey.co.uk

Calibre CCQ, From £190

There's a lot to be said for an old-skool set of fives, the sort of hoop that suits more cars than just about any other. And that's exactly what we've got here with these fappin' huge, concave monsters from Calibre. To be fair you don't see all that many quality five-spokers made anymore. They kind of get neglected. So it's a gap in the market that Calibre have been rather clever to fill. A classic design with a whole load of usable modern sizes and fitments. You just can't argue with that logic.

www.calibrewheelshop.co.uk

Sizes: 8x18, 8x19, 8.5x19, 9x19, 9.5x19, 8.5x20, 9.5x20

PCDs: 5x108, 5x112, 5x120

Finishes: Silver/polished



Tamiya R/C Porsche Turbo RSR Type 934, From £215

How's this for off-the-fucking-scale cool? Let's get one thing straight. This is no toy. It's just too good to give to little Timmy to smash into Grandma's ankles. This is an R/C car for us diehard petrolheads, to build with love and then place on the mantelpiece next to the family portrait.

Back in the late 1970s (When Initial G was 45 years old – Jules) the Porsche 934 dominated its racing class and was the subject of Tamiya's first R/C model kit. In 1977 they releases a limited edition in black. Fast-forward 41 years and they've done it again. Albeit with a modern-day TA02SW chassis which provides shaft-driven 4WD and independent double wishbone suspension.

It's a proper piece of kit and everyone here at FC wants one. In fact we'd love two – one to use and the other to polish. Although if you're planning on doing that, be quick because much like the original version, this too is a limited edition.

You'll need a two-channel R/C unit with ESC and the battery pack and charger to get it going, but we still think it's amazing value at a smidge over 200 quid. And we can't be the only ones thinking it would make a bloody good base car for an RWB replica. Still, much like in the real world, would you actually want to cut it up when it looks this good straight out of the packet?

www.tamiya.com



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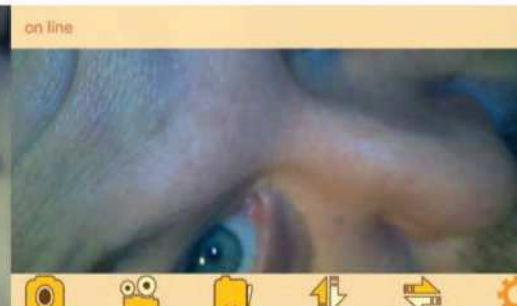
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Silverline HD WiFi Inspection Cam



Any professional mechanic will tell you that fixing cars is 10 percent hitting the spanners and 90 percent arsing about trying to find the problem.

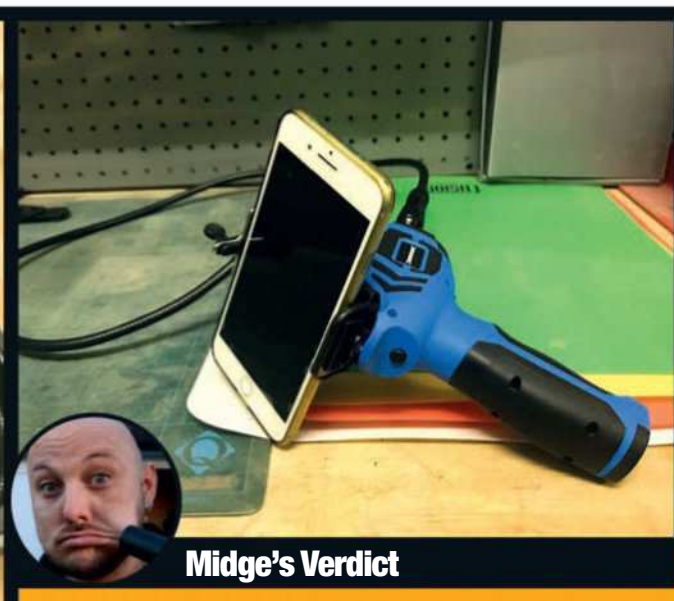
Now I'm not saying that's the only reason inspection cameras have become a must-have time-saver for garages, but it's got to be up there. In fact, this type of tool has been a professional staple for well over a decade now. But it's only in the last few years that we've

seen prices drop enough for them to be viable in the home market too. Inevitably this has seen them become one of the most popular products out there, and it's pretty easy to see why. I tested one of the first home-use items available way back in 2004, and it still holds its own to this day.

So, you may be asking, what makes this new inspection cam from Silverline Tools different? Well, it's more than the

fact it's around half the price. The truth is that technology has moved on somewhat and this one is specifically designed to cater for a whole new generation of automotive fettlers. Internet-savvy gadget freaks, bloggers and social media demons delight!

PRICE: £62 (LIST PRICE)
www.silverlinetools.com



In the Box...

Crack open the carry case and the first thing you notice is that there's no screen on the device (Well duh – Jules). But, don't worry. That's the whole point. The idea here is this camera utilises the rather expensive one you've already got in your pocket. And why not? If you're already packing a modern smartphone, one that will display high-definition footage much better than any screen they're likely to put on any product under 500 quid, why should you pay the premium?

So there's a little mount to clip your phone on the back too. But what's even better is that this camera will connect wirelessly to any iOS or Android device (via Wi-Fi and the free pp) within 10 metres. This means you can also use a tablet for an extra-large display.

The hardware feels suitably robust for workshop use. It's simple to set up and the 9mm-thick waterproof camera is on a one-metre flexi-cable, so you'll have no trouble slipping it into all those hard-to-reach places.

The addition of an extra LED torch on the body and some handy accessories (including a hook, magnet and angle-mirror) is a nice touch, and they've even chucked in the batteries too.

Even at twice the price, this would be a bargain.

Midge's Verdict

There's a shed load of applications for tools like this. I can say this with absolute certainty, because I have a similar item in my workshop (that was way more expensive and not even as good), and I use it all the time. The truth is you don't have to be some sort of amateur gynaecologist or spend your life checking out cylinder bores like an F1 engineer to see the benefit of having one of these.

Here in the real world, inspection cameras are ideal for accessing any hard-to-reach part of the car without having to mess about removing under trays, wheels and the like. What with the adjustable-brightness LED light on the camera and all the accessories that can be fitted on the end, it makes the soul-destroying stuff much easier when space is at a premium. Why do you think every garage and main dealer in the country will already have an item like this stashed away? Because time is money.

Perhaps the most important point with this particular version though, isn't so much the live viewing bit, it's what you can do after. It's not only pretty genius that they've kept the price down by not including a screen but, as you'll be using a mobile device for that anyway, it means you can record, store and share HD footage and photos in no time at all. Just think about it, how important is social media, forums and texting your friendly neighbourhood mechanic to help sort problems nowadays? How often do you use your mobile for this sort of stuff? Pictures or it didn't happen and all that.

If you like a hard life, that's fair enough. But if you want to make it easier, then get yourself one of these.

In a nutshell: Good quality, great value, rude not to.

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I did a silly thing. I purchased my latest daily driver without first getting an insurance quote. I assumed, wrongly, that insuring an F80 M3 would be very similar to the premium I was paying on my C63 AMG. After I'd done the deal, I checked online and quotes were coming in at over £2k.

Not a great start, especially when I was paying £600 with Adrian Flux on the 6.2-litre AMG weapon packing 540bhp. A quick call to Flux had the insurance premium down to £1,200, which is still fairly strong. You see, the F80 M3 is the second most stolen car in the UK. (What took the dubious number one spot? Every builder done-good's favourite: the Range Rover Sport.)

Anyway, I was the new owner of a 2014 M3 living in London, so the underwriter quite sensibly suggested they would only offer theft cover if I fitted a CAT 6 or CAT 5 tracking system. This seemed fair enough. So I gave Car Audio Security a call. A quick chat with Parm Panesar had me up to speed with my tracking options. As the title of this feature suggests, I opted for the Clifford Connect 6. This is a Thatcham Category 6 system. This was perfect for what I needed and would keep my insurance underwriter happy.

I headed to Car Audio Security in Hayes. Over a period of time spanning two decades, Parm and his boss, Raj, have built an incredible reputation for only distributing, selling and installing the very best in-car entertainment and security products. Back in 1998 I had my first Clifford security system fitted to my car and I absolutely loved it. Back then it was all about the carbon-fibre remote controller. And of course, the noises your car made when you opened and closed it via that carbon Clifford fob.

Now things are a lot more discreet. Certainly for my BMW. Enough of my trip down memory lane. Why's the system good? You ask. Here's some fast facts:

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My F80 actually had a tracker installed already, but someone had done a shoddy job. So, Car Audio Security removed this, tidied up the wiring and installed the Clifford system. This was all done in a morning whilst I waited. Car Audio Security's veteran technician made light work of the removal and installation work. Contact Car Audio Security or your local Clifford UK dealer for details on pricing for your application and installation time. Once fitted, you'll never have to say, "Dude, where's my car?", again!

www.caraudiosecurity.com
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Words: Midge

THE *FC* ROADSHOW

Sometimes it's not just the destination that matters, it's the journey! Let's take a look at some of our favourite driving roads for this season's best events...



Map data: Google

6th May **Japfest**

Silverstone Circuit, Towcester
Distance from FC Towers: **79 miles**
www.japfest.co.uk

Why go?

It's in just a few weeks and it's the biggest Japanese car show anywhere in Europe. To be honest, any other event would have trouble pulling in all these top-quality imports, even if it was actually in Japan!

Check out:

As with any of the home-grown events, it's hard for us to talk generally because it all depends on where you're coming from. On the bright side though, the UK is littered with some of the world's finest driving roads, so you're bound to be able to detour to at least one.

Now, Jap cars are probably your thing here (nice one Columbo – Jules). So, unless you want to go all Mid Night Club with top speed runs up and down the M1, you'll be drawn more towards the twisty stuff.

If you're coming up from the west, for example, the B3135 through Cheddar Gorge is considered one of the maddest roads in the UK. Then again, maybe Blakey Ridge (Hutton-le-Hole to Castleton) on the Yorkshire Moors, is nearer to your route. Or the world-famous Hardknott Pass in the Lake District. Or even the epic rolling hills of the Northumberland National Park. All these routes are particularly amazing if you're banging along pretending you're on some sort of touge in Osaka. Don't go getting too carried away though, you might as well save your enthusiasm for the famous Silverstone Circuit when you get to the show.



OUT THERE: ROADSHOW

9-12th May **Wörthersee**

Reifnitz, Austria

Distance from FC Towers: **921 miles**

www.woertherseetreffen.at



Why Go?

It's probably the holy grail of European VW events, with a whole lot more to boot. Strangely many just rock up the week before to check out all the cars, and then don't bother going to the actual show.

Check Out

You want to drive to Austria? You nutty bastard, we love your style, but you definitely won't be the only one to take your car from the UK to Wörthersee in 2018! The Eurotunnel will be packed with the UK's finest Dubs.

The journey to Austria is what you might call a bit of a boot. You have to go all the way through Germany and right down to the very bottom of Austria, almost until you hit Slovenia. But it's still a great drive, especially as we all know that little things like speed limits don't exist on parts of Germany's Autobahn. The quickest route takes about 16-hours if you hit all in one go, but then, where's the fun in that? You'll want to pull over for the odd bratwurst sarnie and, as you're practically going past it, you'll definitely want to hit up Austria's Grossglockner pass.

Now, forget the other famous Alpine passes people bang on about. We'd love to visit the Stelvio in Italy too, but we'd have to go right around the bottom of Switzerland, and who's got time for all that? Nope, the Großglockner-Hochalpenstraße, or the Grossglockner High Alpine Road, is where it's at. Pay your 35-euro toll and tackle 28-miles of quick-fire hairpins that, legend has it, Ferdinand 'Ferry' Porsche Jr. used to use as his own personal test track. As proper drivers' roads go, this often tops the list of the world's very best.



3rd June **The Classic Ford Show**

Santa Pod Raceway, Podington

Distance from FC Towers: **66 miles**

www.classicfordshow.co.uk

Why go?

You like old Fords don't you? Of course, you do, everyone loves old Fords, even if they prefer to drive modern mental. It's a heritage thing, innit?

Check out:

There's nothing quite so quintessentially British as wafting through the countryside in an old Ford... and then giving it some welly in the corners to scare the shit out of any passengers who thought you were about to slow down. In fact, you don't even need a Ford for that, let alone an old one. It's simply what an old fashioned British B-road thrash is all about. Makes you proud, eh?

Anyway, there's plenty of amazing roads surrounded by acres of greenery immediately outside of Santa Pod. On show day though you'll usually find three things. First, sneaky coppers hiding in bushes with radar guns. Second, loads of AA lorries meeting cars that were 'absolutely not drag racing' being pushed out of the Pod. And last, the odd car in a ditch that's overcooked it on the way in or out (seriously, take a look next time you go). The point is, apart from the obligatory trip to the Bell End sign just down the road, you're better off heading 30 miles north to Uppingham to pick up what's become affectionately known as the Midlands Tick. This scenic 50-mile route takes in the wonders of the B664, A6 and B6047 on the outskirts of Leicester and Nottingham. Comprising of a few tricky corners and plenty of straights, it's become a firm favourite for both cars and bikers in recent years.



23-24th June **Players Classic**

Goodwood Circuit, Chichester

Distance from FC Towers: **71 miles**

www.players-show.com

Why Go?

It could well be the poshest show in the whole of the UK. Ironical then that it's also one of the most laid back. Proper trendy, but with a touch of class.

Check out:

Goodwood is not only an amazing euphemism for the most splendid erection you're ever likely to muster, but it's also an amazing place of historical motorsport legend. Situated right down on the south coast, just above Chichester, unless you live in Bognor Regis, you pretty much have to go through the amazing South Downs National Park to get there anyway. What's also pretty awesome is that the New Forest, which is packed with some of the finest twisty bits in the country, is less than 50-miles to the west. Just watch out for those wild horses!

If you're after miles and miles of spectacular views though, then look no further than the 50-minute drive through the South Downs on the A3100, A286 and A283 from Godalming to Goodwood. Absolutely breathtaking!



30th June **Japfest Donington**

Donington Park, Derby
Distance from FC Towers: **117 miles**
www.japfest.co.uk

Why Go?

It's more of the Japfest magic, but at another legendary race circuit. This one is all about getting your car out there on track, doing a spot of shopping at the trade village and checking out all the feature cars we've got on our huge Fast Car stand.

Check Out:

Again, the hallowed Donington Park Circuit is in the Midlands, just an hour or so north of the other main UK venues, Silverstone and Santa Pod. There are plenty of tasty stretches of country road in the area too, and a few award-winning curry houses in Nottingham. Oh, and Derby, where we've never actually been, but hear wonderful things.

Anyway, when you're done on the track, you could stick around but we'd head another 50 miles north until you hit the Peak District where you can take on one of the most famous roads in the UK - the notorious Cat & Fiddle. Winding between Buxton and Macclesfield, and named after the pub at the summit, this regularly ranks as Britain's most dangerous stretch of tarmac. You'll need to watch out for bikers and Mr Plod but most of all you'll have to prepare yourself to hit some serious hairpins.

In fact, just a couple of years ago, they put 50mph average speed cameras along a significant proportion of the 12-mile route and even with those it's still a bloody challenging drive. A proper cult legend!



6-8th July **Gatebil**

Rudskogen Motorsenter, Norway
Distance from FC Towers: **1097 miles**
www.gatebil.no

Why Go?

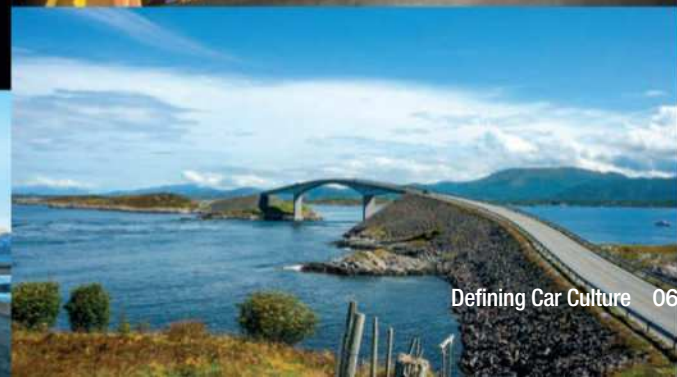
Often cited as the craziest car show on Earth, Gatebil is basically motorsport turned up to 11. It also proves that, although the Scandinavians appear to be rather meek and mild for 95-percent of the year, they all seem to have a 3000bhp Volvo stashed away ready for action. In short, it's insane!

Check Out:

There's actually a few Gatebil shows around Norway and Sweden, but we're looking at what's known as 'The Big One' which takes place in July at the Rudskogen Motorsenter in Norway. It's basically a hard-drinking event with a load of drifting, racing and rallying thrown in for good measure. The main thing here is to make sure it's the right Gatebil, and then to thank your lucky stars that it's in the summer. No one likes Norway in the winter, not even the Norwegians.

There's no getting away from it either, it's a bloody long drive, although there is a ferry from Newcastle to the bottom of Norway which can significantly cut down the mileage. You could drive up through Denmark and Sweden of course, witnessing views that'll make your eyes water nearly as much as the petrol prices. But, to be honest, most people jump on a nice warm plane to Oslo and drive for 90 minutes down the E18 through the lush green countryside.

Still, if it's extreme adventure you're looking for, you'll need to go even further north for the fabled Atlantic Coast Road, or the rugged Varanger National Tourist Route. It'll be a bit parky up there, probably because you're now officially inside the Arctic circle, but you won't get any further without a pack of huskies.



OUT THERE: ROADSHOW

19th August Retro Rides Gathering

Shelsley Walsh, Worcestershire
Distance from FC Towers: **137 miles**
www.retroridesgathering.com

Why Go?

Yes, we know everyone loves old skool motors but, even if you didn't, Shelsley Walsh Hillclimb is the oldest continuously-used motorsport venue in the world. Retro Rides Gathering isn't just a show, it's a history lesson.

Check out:

We won't lie, as Shelsley Walsh is a legend in its own right, and providing you've got a sufficiently old motor with enough grunt, you'll probably want to go 'up the hill' at Retro Rides Gathering, just to say you have!

If you do fancy a proper road trip though, and let's face it, you've already come this far, all you need do is head 40-miles west through the Shropshire hills and you're in Wales where the roads are just as batshit crazy as the place names.

The question from here is; do you travel north west to Snowdonia, or south west to the Brecon Beacons? Both are as picturesque as they are fun to drive and these two offer up the majority of roads that you see used in posh motoring magazines and on the telly.

The Black Mountain pass for instance, is often regarded as the best driving road in the whole of the country. A 23-mile stretch of the A40469 in the Brecon Beacons, it offers dramatic views as it ascends the Welsh mountains. Be careful if it's raining, which it probably will be.



7th October TRAX

Silverstone Circuit, Towcester
Distance from FC Towers: **79 miles**
www.traxshows.co.uk

Why Go?

One of the biggest multi-marque events in the whole of Europe and traditionally the British season closer, this one is still going stronger than ever. It also has the biggest collection of club cars anywhere in the world. A show not to be missed.

Check Out:

It's another one at Silverstone, so why not head back to all the roads you visited at Japfest and go down 'em in the opposite direction? It'll probably be more interesting because the weather can go either way in October, we've seen just about everything over the years. On the plus side though, TRAX is easily one of the most unmissable shows of the whole season.

Is that not enough for you? OK then, how about the A508 from Northampton to Market Harborough? This route has long had a special place in the heart of organ dono... er, I mean bikers, so there's no doubt you will be overtaken by the odd crotch rocket.

Fast-paced, and mostly comprised of long straights, don't get complacent because there are a few bends that come up quickly enough to catch you out. It's also a great route to take if, like the rest of the world, you don't fancy having to queue on the M1.



13th – 14th October **100% Tuning**

Ahoy Rotterdam, Netherlands
Distance from FC Towers: **294 miles**
www.ahoytuning.nl

Why Go?

Diversity is the name of the game here, 100% Tuning is one of the biggest mash-ups of car culture you're ever likely to see. American lowriders, smooth Euro cars, one-off customs, race cars and everything in between. This indoor event has become a hub for car fans from all over Europe.

Check out?

Ever driven from Calais to Rotterdam? To be fair, unless you feel the need to pick up some chocolate in Bruges, or a diamond for the missus in Antwerp, it's effin' boring. You'll only do it once.

There are plenty stunning roads in Belgium of course, the Castle run in Bouillon and the N53 (from Beaumont towards Charleroi) are particularly scenic. But they're right down south and, from personal experience, they don't take kindly to Brits ragging their cars through their idyllic little towns. "Sorry officer, my VTEC kicked in, yo," is less of an excuse, and more an invitation to slap on the cuffs.

If you're gonna do the drive to Holland, make sure you've got a whole load of mates with their cars to keep you entertained for the six hour journey. Oh and don't forget you'll be travelling through France so you'll need a hi-vis, breathalyser, warning triangle, spare bulb kit and all sorts of stuff cluttering up your glovebox.

Then again, you could just get a ferry straight into Rotterdam from Hull, or Harwich, like everyone else does. If that's the case, and you're coming up from Essex, the B1034 and B1414 between Walton-on-the-Naze and Harwich, is widely regarded as one of the best countryside and costal routes in the south. In fact, it's only a 13-mile stretch, so you might as well go and check it out anyway!



1–9th December **Essen Motor Show**

Messe Essen, Germany
Distance from FC Towers: **354 miles**
www.essen-motorshow.de

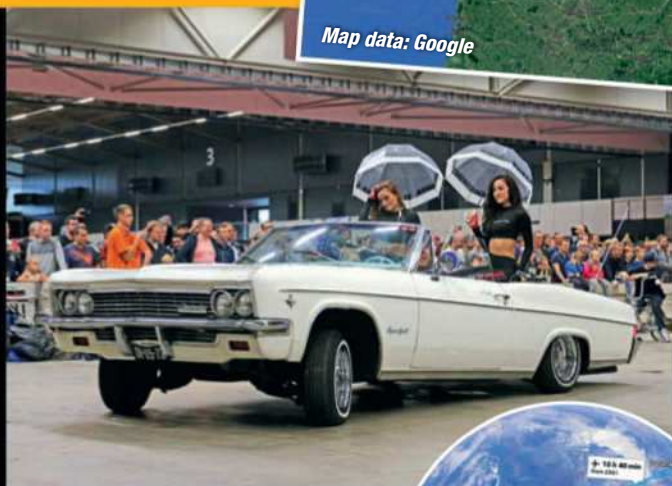
Why go?

Essen is one of the biggest events on the continent, it's basically SEMA on this side of the pond. A mad collection of manufacturers, aftermarket products and the very best modified cars Europe has to offer.

Check out:

It's a bit of a drive but, to be fair, it's not a bad one. Located in east Germany, it's only around four hours from Calais. As always, your best bet is to take the E40 and get out of France sharpish. When you hit Belgium it's just a case of following the E17 and E35 past Antwerp, skipping through the bottom of the Netherlands and picking up the Autobahn (route 40) at the German border. It's that easy that we once decided to go via Amsterdam, just for shits and giggles.

Anyway, it's mostly high-speed motorway antics, purely because north Belgium and southern Holland aren't exactly known for their super-twisty driving roads. But there is a bigger problem for Essen, and that's the weather. Of course, we know that the Nurburgring is just around the corner (two hours south on Autobahn 1 to be precise), but it'll be closed to tourists for the winter. And, although we'd love to recommend a cheeky detour, it's much more likely you'll be doing 40 on the Autobahn, sliding around for hours wishing you'd brought some winter tyres, as you get overtaken by old German ladies in VW Polos. But don't let that put you off, the trip is an experience in itself.



30th Oct – 2nd Nov **SEMA**

Las Vegas Convention Centre, Las Vegas
Distance from FC Towers: **5229 miles**
www.semashow.com

Why go?

You're kidding, right?

Map data: Google

Check out:

Let's be honest, unless you've got one of those amphibious cars, you're not going to be driving anywhere except a major UK airport. When you land at McCarran International, you can actually see the Vegas Strip from the plane, so you'll most likely decide to be whisked to your hotel by one of those Uber fellas. Then you'll drink beer, learn to gamble (the hard way) and all thought of driving will immediately go out of the window... but just hold on for a minute.

The real beauty of Vegas comes when you realise you can hire just about any motor going. Convertible Mustang, Cadillac Escalade, Lamborghini Aventador, Hyundai i20 – the world is quite literally your oyster.

You also happen to be on the west coast of the USA (sort of), even in October it's shorts and T-shirt weather, and petrol is seriously cheap. It all adds up to the most tempting prospect of an interstate roadtrip there is.

The real question is what direction do you head out of Sin City? You could drive a couple of hours west, around Lake Mead, to the Grand Canyon in Arizona. Or (like we did) take a car culture pilgrimage north to the hallowed Bonneville Salt Flats in Utah. It's a seven hour drive, but you only have to go on about three different roads!

Then there's the famous Extraterrestrial Highway (Nevada State Route 375) which takes you past Area 51 and is easily one of the most stunning, not to mention straight, desert roads anywhere in the world.

Then again, Los Angeles is only around four hours south east down Highway 15, and there you can pick up the famous Pacific Coast Highway (California Route 1), all the way to San Francisco.



Map data: Google

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So last month we told you that you didn't need to be rich to go fast. And guess what? Nothing has changed. There's another 10 tuning tricks in this feature, ranging from the ridiculously simple to slightly more hardcore. But one thing they all have in common is that they won't cost you more than 45 quid and a bit of elbow grease. So without further ado, here's part two...

TUNING ON A BUDGET PART 2

ELIMINATE BOOST LEAKS

APPROXIMATE COST **FROM £45**

While you might not see it or hear it, most cars, especially tuned ones, tend to have boost leaks. Often quite a few of them.

Even if your engine is still seeing its maximum boost level, any boost leaks will reduce response, power and reliability, so it's well worth the effort.

Your first action is to do up every joiner nice and tight with good quality hose clips. Then after that it's time to check for leaks. Most leaks only occur under pressure, so you have to pressurise your car's inlet system. Thankfully that's pretty simple, as you can buy bungs with a tyre valve attachment on eBay for about £45 for this exact purpose, allowing you to pressurise the inlet system and check for leaks.

It can still be tricky to pinpoint small leaks, but careful listening, feeling and spraying soapy water around joints to create bubbles tends to find most of them. And the results are well worth the effort.



**WELDED DIFF APPROXIMATE COST FROM £40**

While they're not the nicest things to drive slowly or park with, and almost anyone with no real experience of them will tell you it will make your car undrivable and destroy everything you've ever cared about. In reality, depending what you use your car for, they're a hugely effective upgrade at a very low price.

While it's certainly not as refined as a limited slip diff, in operation, a welded diff is exactly the same as a spool diff, and they've been fitted to countless world class track, rally and drag cars over the years. In the right hands a fully locked diff is not only very predictable, but also very fast around a track. Much more so than an open diff on many applications.

While it's predominantly a RWD drift car thing, welded diffs are found on some FWD drag cars, and the rear of some 4WD cars too. In fact, though it really does drive like crap on the road, there's even a few seriously fast front drive circuit cars out there with fully locked diffs.

Overall though, 99 percent of you would be considering a welded diff purely for drifting, and for that, it's ideal. An open diff is a total waste of time, and most factory LSDs are pretty useless too, to be honest. So as a much cheaper option, versus spending £800-plus on an aftermarket two-way diff that feels practically the same most of the time when drifting, it's pretty clear why they're so popular.

CHANGING YOUR DIFF RATIO APPROXIMATE COST FROM £40

For any given power and weight, your car's gearing dictates both its acceleration and top speed. So as long as you don't mind giving up a little theoretical top speed and motorway cruising rpm, you can drastically improve your car's acceleration by fitting a lower geared differential to it.

On rear wheel-drive cars, this modification is the easiest and most common, with people commonly swapping the rear differential on manual gearbox models for ones from either automatic or lower power models, which tends to be lower geared and can drastically improve acceleration.

On front wheel drive cars it tends to be far easier to swap the entire box over. But with most models there's another car in the range that uses the same box but with lower gearing, so do your research.

Your cruising rpm on the motorway might increase by 500-1000rpm, but your



acceleration in every gear will feel that much better. It can feel like you've got a totally different engine under the bonnet, making it a hugely worthwhile mod.

**INTERCOOLER WATER SPRAY APPROXIMATE COST FROM £20**

This is a cool little trick that some rally-based cars like Imprezas and Evos come with from the factory. It's exactly what the name describes, little jets that spray a mist of water over the outside of the intercooler. Plus it's very easy to make a setup yourself for very little money.

Be aware though, intercooler water sprays aren't something that will increase power in normal circumstances. Instead they are for keeping the intercooler cool in conditions where it gets heat soaked and stops performing well.

This happens most notably in rallying and drifting, but on some turbo road cars, even standard ones, you can feel the car getting slower after being used hard for some time. That's the intercooler being heat soaked, and a water spray can help there, as the mist of water cools the hot intercooler, bringing back its effectiveness.



To build one yourself is super simple. You just need a windscreen washer pump and tank, some hose and misting jets, which you can get from most garden centres as they're used for garden irrigation setups. And a very simple bit of wiring, so you can flick it on with

a switch, or even activate it via a temperature or boost sensor.

Building one yourself is pretty basic and self explanatory, and if you've got a setup where the intercooler gets very hot and becomes ineffective over time, it's a great solution.

TYRE SOFTENER

APPROXIMATE COST **FROM £25**

Want super sticky tyres for maximum grip, but can't afford the big bucks track rubber costs? Well there's a solution thanks to tyre softening compound. This is a container of chemicals that you paint on to your tyre tread which softens the rubber, which while it makes the tyres wear much faster, also makes them far grippier than they were ever intended to be.

Mostly intended for racing and people making already soft race tyres even softer, there's nothing stopping you using it on normal tyres either. So if you want softer rubber on a budget, it's time to buy a tin...



STEERING ANGLE WASHERS

APPROXIMATE COST **FROM £2**

For drifting everyone likes a lot of steering angle. And while you don't need to spend money getting crazy amounts like some cars have, every car benefits from a little more, and you can do that for a few quids' worth of metal washers.

Simply fit washers, usually between 3mm and 6mm thick depending on the car, between the ends of the steering rack and arms (tie rods), re-adjust the suspension geometry to remove the toe-out these washers will have created. And hey presto, you have more lock, and have only spent a bit of pocket change.

METHANOL IN YOUR FUEL TANK

APPROXIMATE COST **£1.50 PER LITRE**

Many drag monsters run on pure methanol as a fuel, but that's extreme to say the least for anything but the most hardcore drag cars. Lots of highly tuned cars run dedicated race fuels too, but funky fuels are out of the budget of most people. But what if your big boost turbo car needs a higher octane fuel than normal pump fuel, but you can't afford a proper race fuel?

Well some people, with some incredibly fast and well-known tuned cars in the UK, have added between 10-40 percent methanol to their normal pump fuel, creating a high octane hybrid fuel for a pretty low price. How cheap? Well in bulk you can get methanol for around £1.50 a litre, which isn't that much over normal super unleaded costs.

Of course, you need the car to be specifically tuned for it to make any use of it at all. It's only really much use on really highly tuned engines. Also you've got to be precise with the mixture each time you fill up or you'd risk engine damage. But as a bargain race fuel, it's certainly possible...



REMOVING RESTRICTIONS

APPROXIMATE COST **FROM £0**

This isn't the case for all cars. But some cars have strange little restrictions holding back power, often simply for insurance reasons or to make higher spec models seem better value. Simply removing these restrictions will give significant power increases.

We've seen cars with things like this fitted to inlet pipes and even behind the throttle, and for five minutes' work removing these restrictions the car was far faster.

Either research to see if there's any issues like this on your own engine, or simply get the spanners out and take a look yourself, and you might find some hidden free power!

ECOTECH: DIY TUNING TRICKS

WEIGHT REDUCTION

APPROXIMATE COST **FROM £0**

Probably the best value for money performance increase is weight reduction. Not only does it cost nothing but your own hard work to take significant amounts of weight from any car, but it improves every aspect of your car's performance; acceleration, braking and cornering.

So how do you do it? It's simple. Just remove anything from your car you can cope with being without. Some of the heaviest parts of your interior tend to be the standard front seats and all the sound deadening that's stuck to the floorpan. Some front seats weighing over 30kg each, and many cars having over 20kg of sound deadening under the carpet. But overall it's lots of smaller weight losses that add up to a significant number overall.

People reducing their car's weight by over 200kg without resorting to expensive lightweight body panels is quite common, but you need to put a little thought in to lightening your car too. A good example of this is your interior carpet. It honestly weighs very little at all, so don't be in a rush to bin that. But temporarily removing it to scrape off all the heavy sound deadening underneath, then refitting it, gives you a decent weight reduction without ruining your creature comforts...



OEM+ UPGRADES APPROXIMATE COST **FROM £150**

Unless you own the fastest and heaviest model from your car's manufacturer, you can thank the gods of parts interchangeability, as it's likely parts from some other model will be a straight swap and a great upgrade. Engine, suspension, transmission, brakes, or even steering parts can often be swapped over from other models for cheap upgrades.

Faster and sportier models are the obvious cars to get upgrades from, but related cars which are big heavy barges are often great sources of cheap larger brakes and thicker anti-roll bars too. So get searching!



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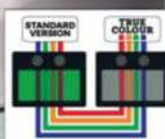


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All you need is love

Meeting a very special someone who helped her regain inspiration for a project car, Jemima's Polo has made a triumphant return to the scene. And this time, it's more unforgettable than ever...



HOT RIDE: VW POLO

Jemima has got Brendan doing the dishes...



It seems like the 21st century is nothing but a string of continual updates as we aim to permanently better our lives.

And while many of these version 2.0s turn out to be nothing more than silly marketing ploys, the second incarnation of Jemima Cox's VW Polo here is well and truly the real deal. It's proving to be one of the biggest transformations since Optimus Prime turned into a pickup truck. And most amazingly of all, it almost didn't happen before she met the love of her life...

If you're particularly eagle-eyed, you might recognise Jemima's car from its first feature on these very pages back in 2014. But for those that don't, let's get you up-to-speed. The once-red, 9N3-shaped hatch initially belonged to our young owner's grandmother, who gave it to Jemima on the proviso that she helped drive her around when necessary now she'd become unable to get behind the wheel herself. Jemima wasn't too keen with driving at this time

either, with her confidence shaken after a couple of nasty crashes in the previous few months meaning she needed to gain confidence up again in order get rolling once more and help her granny out.

Following the sad passing of her gran, Jemima knew she'd never be able to part with her beloved hatch, so thought it'd be a great idea to add her personal touch to it seeing as it was inevitably set on being a long-term feature on her driveway. Although boasting seriously low mileage, the bodywork featured a number of scrapes and dings on almost all sides, meaning the first task was an all-important body smooth and re-spray in the car's factory red hue.

Then came a string of tasty alloys (highlights of which included a set of BBS RX2s powder-coated in purple and gold), before Jemima was faced with the rare opportunity to snap up some JDM Autostrada Modenas split rims.

Rebuilding these frankly awesome wheels herself and adding an air suspension system into the equation, the final piece of the puzzle in the car's previous incarnation was the inspired choice of a full leather interior from a Ferrari 360. Quite a comprehensive build for a first attempt, we think you'll agree. But in this case, it's only the start of the story...

"At the end of 2015 I had the idea of a complete revamp," our warranty controller begins to bring us up-to-speed about what's been going down since the car's last feature. Keen to mix up the exterior, the plans began

with an attempt to source some rare Cup Edition bumpers to tweak the appearance. Created to celebrate the success in the firm's one-make race series at the time, the Polo Cup Edition was a fierier version of the GTI coming with more power and a rather distinct body kit.

"They didn't sell the Cup Edition in the UK though," Jemima reveals. "So I contacted a friend of mine who managed to import some over for me from Germany." The kit is instantly distinguishable from more vanilla Polos in the range with its deeper meshed vents both front and rear, and while it also comes with an equally unique boot spoiler, Jemima decided to finish off the combo with a more reserved GTI item here instead.

Keeping momentum going, next up was perhaps the most noticeable update to Jemima's project so far. "It was time for big changes, so after I'd got all the parts together I tracked down Eli Lawrence in Huddersfield who deleted the front number plate recess, fixed some previous bodywork bodes and did a full colour change for me," she modestly explains.

That last bit is the most important – the super-smooth curves now gleaming in their all-new bronze hue. It's a colour scheme that's made something of a comeback on brand new motors in the last 12 months or so, but opting to apply it to a modified motor is a bold move that Jemima's well and truly nailed. Sometimes, it pays to be different.

Finishing up with Sparco Racing Crimson NS-II wheels to really cause an impact and an all-new look, Jemima enjoyed a fantastic

8.5x17-inch Autostrada Modena Racing three-piece split rims





*Ferrari 360 Modena
leather seats*



*Bag House Customs hardline
boot install plus air tank*



Pioneer headunit



HOT RIDE: VW POLO




couple of show seasons with one of the most extensively modified Polos in the country. But you know what they say: too much of a good thing can be bad for you, with our young owner sadly hitting a bit of a creative wall last year. "I lost the love for it a little and she was neglected, not going to many shows," Jemima sighs, reminding us all of a feeling we've all probably had at one stage or another.

It often takes something significant to snap ourselves out of life's lower points and for Jemima the remedy to all of her car problems revealed itself at the 2016 Wörthersee car event held in the Austrian mountains each year. "I met Brendan there and he inspired me to love the Polo again!" she grins. Now happily shackled up with

Jemima, you might recognise Brendan from the April issue with his equally-as-epic Audi TT, with his words of encouragement enough for her to get back up and running.

"I decided to change up the wheels and went back to my Autostrasdas because overall I was still really happy with the way she looked on them," Jemima justifies her switch back to her favourite ever rims. "I stripped the wheels down myself, had the centres painted a custom rose colour that I spent a long time mixing up with samples, then put them all back together." The subtle new hue seems to pop off the bronze body, creating a striking and unique balance that perhaps shouldn't work on paper, but somehow effortlessly does in the flesh.

Now back with a bang, Jemima's second stage of her Polo's modified life is undoubtedly the most comprehensive and memorable yet. Sticking alongside her trusty steed after all these years due to the huge sentimental value it holds means she's gone perhaps further than anyone else in the country when it comes to personalising one of these fun little cars. There's even more plans in the pipeline for the very near future, too (spoiler alert: they involve a lot of carbon fibre). But with the fantastic support and love from those closest to her, we're sure it'll be a walk in the park. Stay tuned for stage three of this fascinating story... 

TECH SPEC: VW POLO

STYLING

Full respray in bronze; Cup-spec front and rear bumpers with front numberplate delete; GTI-spec side skirts, headlights and rear spoiler; deleted side strips and rear wiper; fin-style roof aerial; colour-coded wing mirrors; metallic black window pillars; de-badged bootlid; HXRNY sun strip.

TUNING

1.2-litre petrol engine; custom STG Performance exhaust system.

TRANSMISSION

Five-speed manual gearbox.

CHASSIS

8.5x17in Autostrada Modena Racing three-piece split rims; 20mm PCD adaptors with wobble bolts; Air Lift Performance Slam Series XL front struts with custom top mounts and anti-roll bar delete; Air Lift Performance universal rear air bags with modified rear axle; chassis notch; OEM disc brakes.

INTERIOR

Ferrari 360 Modena black leather front seats; custom trimmed rear bench to match front seats; suede interior panels and pillar trims; carbon fibre air vent and dash trims; Bag House Customs hardline boot install with body-coloured air tank; VIBE Audio speakers, tweeters, crossovers, amplifier and subwoofer; Pioneer App headunit; suede interior panels and pillar trims.

SHOUT OUT

HXRNY; Eurospotter; Rikki Grande for all the support; my Granny for leaving me the car and of course my boyfriend Brendan for all his help and support.

Cup Edition bumpers nicely round off the styling





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Wasn't expecting that!

Ever seen a Twingo show-winner? Neither had we until we clapped eyes on Josh Daniels' limited-edition RenaultSport Gordini stunner here. Here's living proof that, with a bit of imagination, you really can make anything badass...







"It drives immensely – like a little gokart"

GORR BLIMEY

Set up by Italian/French race driver Amédée Gordini in the 1940s, the iconic Gordini company began by building race cars for events such as F1 and Le Mans alongside Renault and using the Renault-Gordini moniker.

Renault became so interested in the firm that it bought a majority stake in it when ol' Amédée announced his retirement back in 1968, continuing to use the name on special, tuned versions of some of its road cars (you might remember the super-cool Renault 5 Gordini Turbo from back in the day, for instance).

Following a couple of decades of silence, the Gordini name was brought back in 2009 with limited-run models of sporty versions of both the Clio and Twingo, complete in the company's iconic blue hue that the majority of its race cars sported all those years ago.

I was actually on the hunt for a new Fiesta when I spotted this car. I remember sitting in it and thinking 'Meh, it's a Twingo',” apprentice electrician Josh here happily admits.

It's a reaction we wouldn't be surprised many of you out there to share if you crossed paths with one of Renault's infamous superminis, either.

So just how did our south Wales-based owner end up not only snapping up that very car, but also transforming it into one of the finest modified examples the world over? As we found out, it's a fascinating tale of choosing to be different and using a ton of creative vision.

"I was lucky enough to have a one-litre Saxo as my first car – you know the really rubbish one with the black bumpers,” Josh laughs as he looks back on his patchy motoring history. Not that the Saxo stayed that way for long, though.

"My brother-in-law Adam is also a massive car nut and has helped me modify my cars from day one. Together we ended up doing a 106 GTI engine conversion on the Citroën, which was pretty cool."

With his next few budget hatches being treated to equally-as-interesting modifications, Josh gradually grew tired of

owning ageing motors, hoping to bag something a little newer to help him with his daily commuting commitments in a little more comfort and style. Which brings us nicely back to the fateful day where he copped eyes on this quirky little slice of Renault hot-hatch history here.

"I noticed it was a limited-edition RenaultSport Twingo Gordini edition, so it had all the mod cons, even cruise control!" Josh continues, admitting his interest was piqued as he learnt more about this 1.6-litre screamer which was branded as something of a wolf in sheep's clothing upon its release. Keen to try something different, he took a punt and snapped up the car, before him and Adam took it home to inspect just what on earth it was they'd actually bought.

"It drives immensely – like a little gokart," Josh admits, explaining how the car performed faultlessly for around six months in standard trim, before attending a few tuner shows caused the modifying itch to bubble up once again. "I found a few modified examples online after a bit of digging, and noticed that most had tried to focus on the engine. It seems so highly strung as it is, though, and I didn't fancy doing another engine swap. So I decided to try and turn the Renault into a full-on show car instead."

Sporting some coilovers and 3SDM alloys for the first year of show duties, Josh really wanted to step things up to avoid people getting bored of the car the following season. Luckily Adam was also in a very similar position at the time. "Adam has a Mk1 Focus RS and was keen to put it on air suspension," he explains. "We decided to take both the cars over to The Install Company in Leicester and two weeks later, they were both a whole lot lower!"

Ditching the RenaultSport's 'Cup' suspension for a set of Air Lift Performance's finest struts and bags isn't

something you'll see a Twingo owner do every day, but the results spoke for themselves the moment Josh clapped eyes on his Twingo when the work was complete. "It was on standard wheels at the time which meant it was tucking loads!" he grins, knowing his next purchase would have to be a set of wider, bigger rims to get suitably poking out of those bubbly arches.

The Fifteen52 Tarmacs he settled on may match the car's smooth, uncluttered bodywork perfectly, but it took a little bit of work to get them singing in the same key as the car. "They poked out too much when I aired out at first, so Phil from The Install Company machined the offset to ET36 which seems to be just right now. In the future I might switch from 17in to 16in diameter wheels to get it sitting even lower, though."

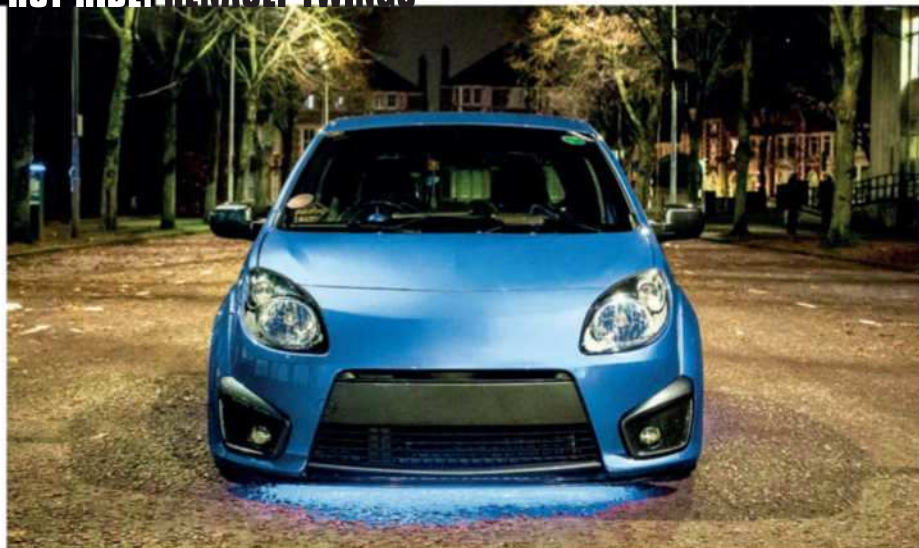
The wheels and suspension weren't the only things receiving an overhaul, with Josh spurred on by a hugely positive reaction at the shows he was hitting up (including a Top 10 trophy at the prestigious Players Classic event, no less) to get the exterior of the car freshened up to match. This involved removing the signature Gordini twin viper





Phil from The Install Company is responsible for this masterpiece





stripes that travelled from the front to the back of the car and smoothing out several of the panels to really get that tasty Malta Blue paintwork popping. "The smoothing work has meant that a lot of people don't even know what car it is anymore, which is always funny!" he smiles.

Phil had performed a seriously tasty boot install to show off Josh's twin VIAIR compressors and a Rockford Fosgate sub in the rear half of the car as he'd grafted on the suspension, and Josh was keen to raise the bar of the rest of the interior to match. As a result, some sexy Recaro CS pews were snapped up from a RenaultSport Clio and trimmed up in black leather and blue stitching, which was repeated around the rest of the car's innards, along with smatterings of Alcantara and carbon fibre until the cabin became classier than Idris

Elba's wardrobe. One of our favourite touches has to be that factory steering wheel which he's not only re-trimmed with carbon fibre up top, but made into a flat-bottom affair to really bring out this car's RenaultSport heritage!

"It is still my daily driver. I drive it to and from Cardiff to work every day so it still does about 200 miles of commuting a week," Josh reveals, admitting that every single one of those miles is nothing but a pleasure now he's got the car to where he wants it.

"I still try and enjoy it by driving it hard on weekends; the air suspension handles like a dream. And as it's also my show car, I clean it probably more than I should to make up for it, too."

It just goes to show that you should always listen to your heart, not the latest trends, when creating your dream ride! 📺

STYLING

Factory Malta Blue body with Gordini stripes removed; smoothed and de-badged front bumper; smoothed boot lid; Mk1 Focus RS front splitter; K&M Racing rear diffuser; carbon-fibre rear wiper delete bung; carbon fibre front wiper cover; carbon fibre fog light inserts; Audi Daytona Grey Pearl fog light surrounds and wing mirror covers.

TUNING

1.6-litre 16v K4M RS engine; K&N panel air filter; Pro-Bolt anodised bolts; detailed engine bay; five-speed manual gearbox.

CHASSIS

8x17in ET35 Fifteen52 Tarmac alloy wheels; Air Lift Performance air suspension system (with 3P management, twin VIAIR 444c compressors and custom Air Lift Performance struts and bags); factory brakes.

INTERIOR

Factory Recaro CS reclining bucket seats re-trimmed in black leather with blue stitching and Alcantara backs; door cards and mats re-trimmed to match seats; custom re-trimmed steering wheel with carbon fibre top section and flat bottom; carbon-fibre speedo and rev counter surrounds; flocked centre console, pillars, door surrounds and interior mirror; re-trimmed headlining; rear air ride/ICE install with colour-coded air tank and LEDs; Kenwood headunit; In Phase mids, tweeters and rear speakers, In Phase amplifier; Rockford Fosgate 10in sub woofer.

SHOUT OUT

Big thanks to my brother-in-law Adam for all the help and advice along the way; Phil at The Install Company for doing an awesome build and sorting the wheels; Up To Scratch for all the body and paint work; Dave at Autotec Newport for all the flocking; Rayo and the boys at Grange Service Station for all the stuff on the maintenance-side of the car and last but not least the rest of my family for all the support along the way, especially my father who sadly passed away seven years ago – he originally got me into cars from a very young age and was car mad himself, being a paint sprayer. I'd like to think he'd love the car if he could see it now.



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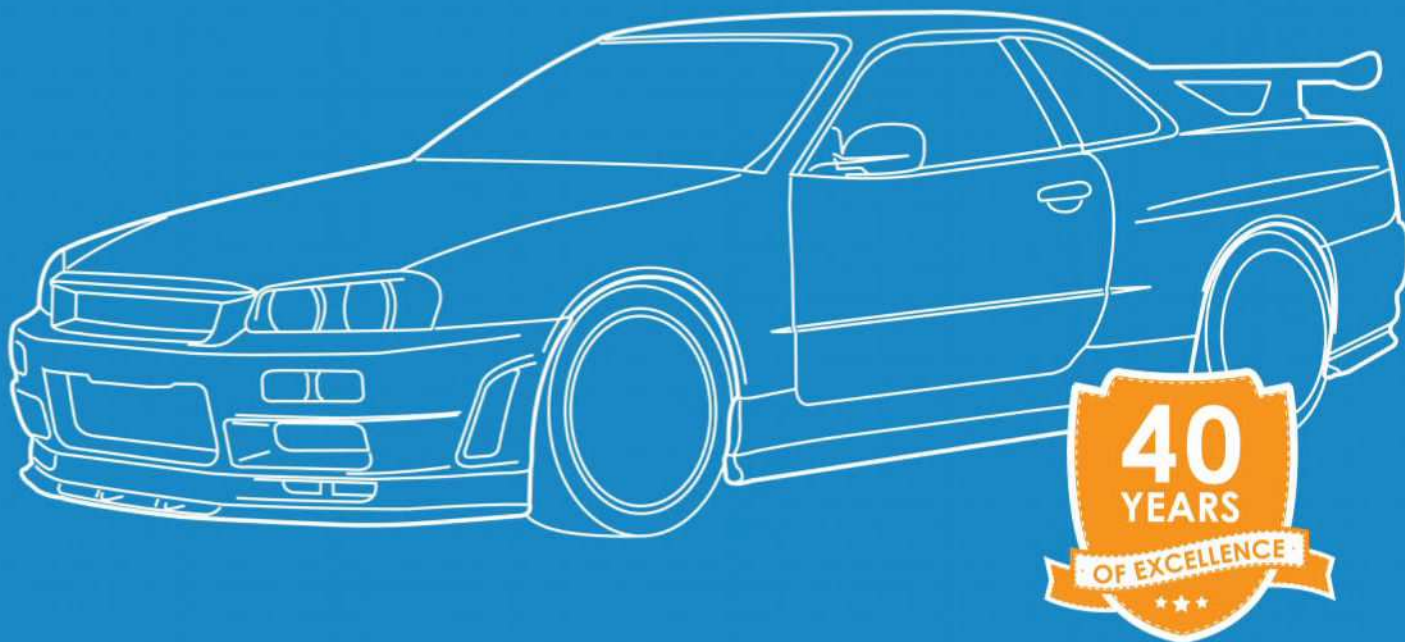


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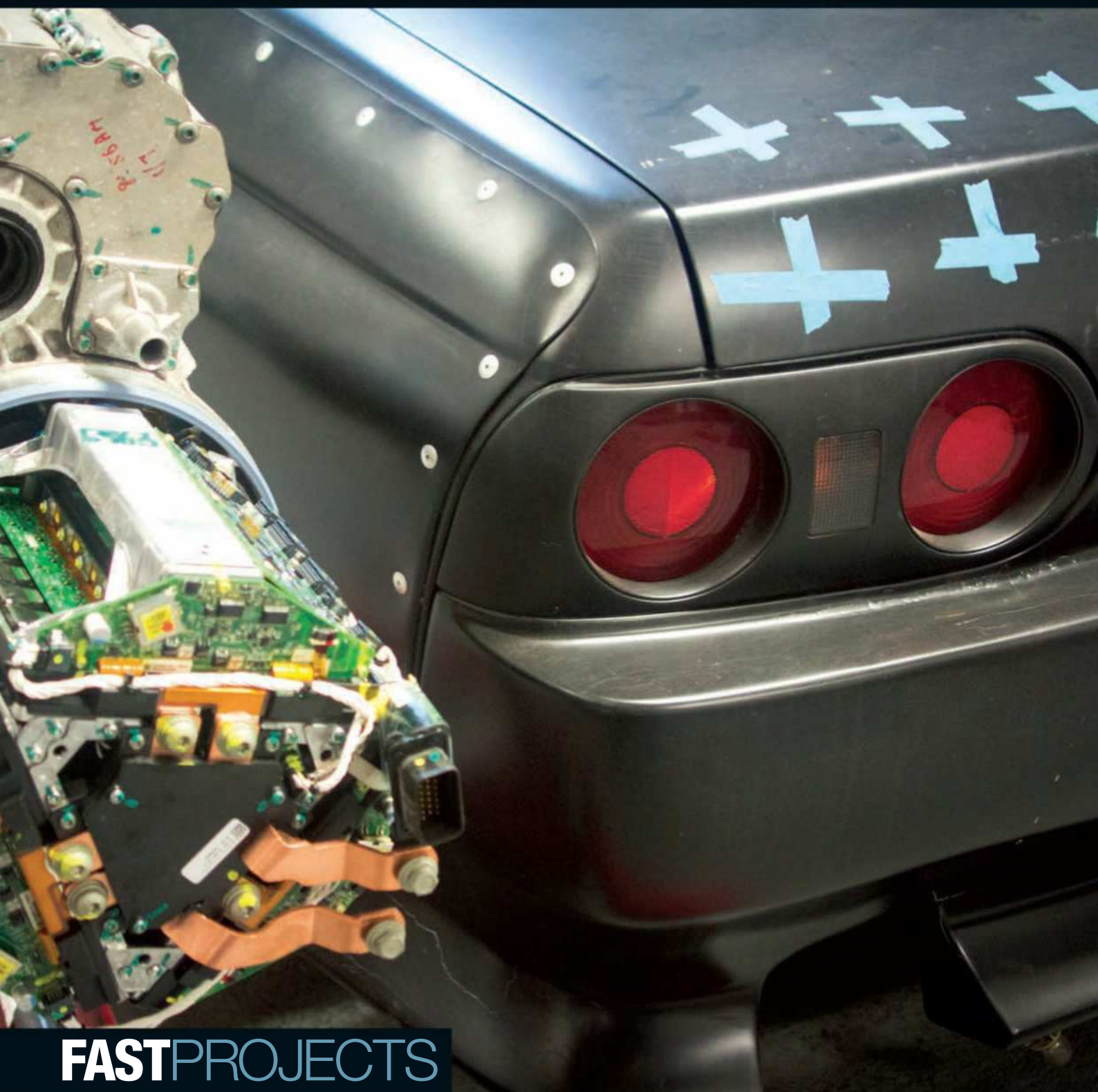
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FASTPROJECTS



#FC400 TO BE CONFIRMED

We're starting a new build to commemorate the 400th issue. It's going to be a good one.

Start

Never Finished

WISH LIST: AIR LIFT AIR RIDE • MOMO WHEELS • 400BHP • WIDE-ARCH KIT

P092

?



ZERO EV TESLA-POWERED R32 DRIFTER

Zero EV have decided to build a Tesla-powered R32 Skyline drift car and we're going to follow the build.

Start

Never Finished

MAIN MODS: TESLA ELECTRIC MOTOR

P094





FN2 Type R or...

#FC400 BUILD

AN IMPORTANT ANNIVERSARY IS ON THE HORIZON AND WE'RE GETTING READY TO PARTY IN THE ONLY WAY WE KNOW HOW...



In six issues time we'll be 400 issues old. In magazine terms, that basically means we're bloody awesome. They say self-praise is no praise, but what the heck. We're extremely proud to be the only multi-marque modified car magazine left.

To celebrate we're going to be doing lots of crazy things in the build up to the landmark issue. One of which will be putting on a gigantic 400-car display at TRAX – our biggest ever. If you've got a cool car and fancy being apart of this gathering, ping me an email (jules.truss@kelseymedia.co.uk) and if your car is deemed worthy we will get back to you with the details. Or if you're really lucky you might find one of our Save The Date invites slapped on your windscreen at a show.

The other is to do one of our legendary builds to commemorate the issue. We've only got six months to make this happen and at this very minute we haven't even bought the base car, let alone started the build. But hopefully this situation will have

changed by issue 395.

But what car are we going to give the FC treatment we hear you cry? Well, we've narrowed it down to two possible candidates. It's either going to be a FN2 Civic Type R or a Mk5 Golf GTi. Whatever car we choose, the end goal will be the

same. We want a 400bhp track weapon with Pandem-styled arches, wide wheels and to be the craziest of its kind around. Both cars have pros and cons, but we'll let fate pick the project, as we haven't got time to wait for the perfect car to present itself. Watch this space...





... Mk5 Golf GTi?



Air Lift Performance
might be called upon to
sort the handling

MOMO Heritage 6 wheels
could find their way
under the arches



**Who wants to join us at
TRAX for our anniversary
display? #FC400**

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FAST

TRAX

THIS MONTH

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NEXT MONTH

The new project and its first mods...



Secret designs from the new Star Wars film

ZERO EV R32 SKYLINE

A TESLA-POWERED NISSAN R32 SKYLINE DRIFT CAR? SAAAAAY WHAT?



Yes, you have read that right. The words Tesla, R32 Skyline and drift car in the same sentence. Am I mad? Quite possibly. In fact make that definitely.

So the big question is can a Skyline R32 powered by a performance Tesla drive/motor unit go sideways? Let's hope so, because if not this will be a whole lot of work for nothing. But in the words of Elon Musk, the bossman of Tesla and the crazy guy that strapped an electric car to a space rocket and sent it into orbit: "The first step is to establish that something is possible. Then probability will occur."

So who is the crazy bastard behind this build and these words? Well, my name is Chris Hazell and maybe you can remember the Liberty Walk Audi R8 V10 I built under my other company Down & Out? With times changing and electric vehicles here to stay I thought it was time to move in that direction and start a new business specialising in electric car tuning and I've called it Zero EV. It's quite a change to ditch gas guzzling V8s and V10s and opt for all electric power, eh?

Why? Big power and torque, that's why! Also lots of people dislike electric cars and I'm sure there'll be a backlash. But I'm also hopefully I can bring people round. Controversial builds and pushing the boundaries are what car modification is all

about, after all. So what's the plan of attack? About 600-plus bhp, a lot of torque, a wide-body conversion, lots of smoke and a full BDC spec. It'll make its debut at Japfest Silverstone in 2019. Now, where's that battery pack...

*R8 powered by leccy?
Nah, this one has a V10...*

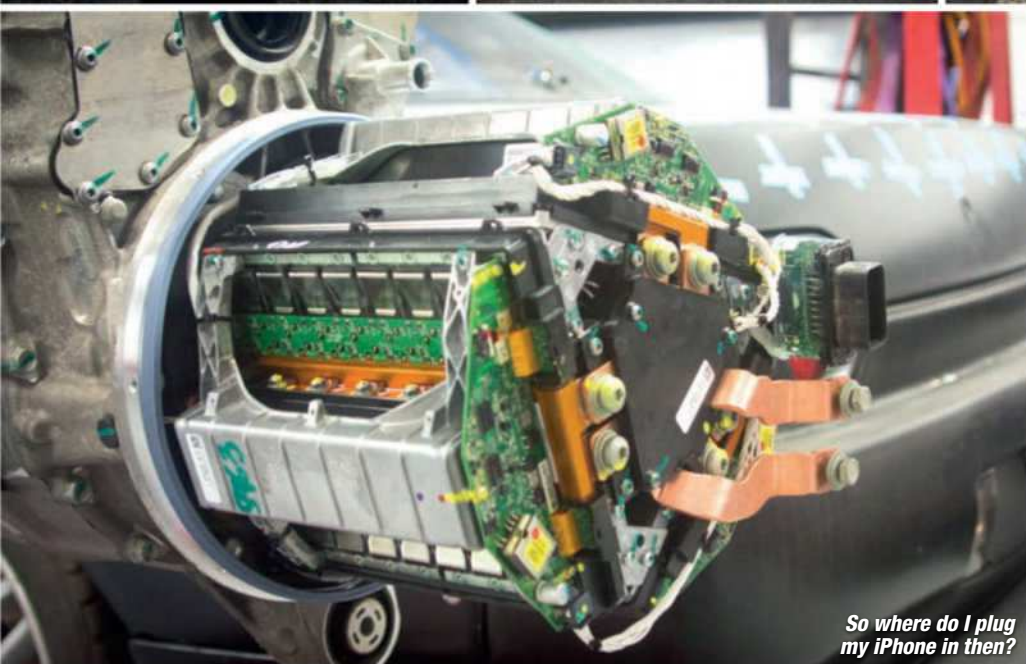




Let's get wired!



What do you mean it 'looks uncomfortable'? Get in!



*So where do I plug
my iPhone in then?*



SPENT THIS MONTH

Nissan R32 rolling chassis	£1,800
Tesla 10kw battery charger	£1,000
Tesla 400kw large performance drive unit	£4,000
Tesla DCDC auxiliary power unit	£500

TOTAL.....£7,300

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PCD Fitment Guide

We couldn't list every single car in the history of the universe (we just don't have the pages), but here's the majority of the scene's core motors – and a few wacky OEM+ options



Make	Model	PCD	Centre bore
Alfa Romeo	159 (2005-)	5x110	65.1
	166 (1998-2007)	5x108	58.1
Aston Martin	Vantage	5x114.3	68.1
Audi	A1 (2010-)	5x100	57.1
	A3 (8L 1996-2003)	5x100	57.1
	A3 (8P 2003-)	5x112	57.1
	A4 (8E 2000-2004)	5x112	57.1
	A4 (B8 2007-)	5x112	66.6
	A6 (1999-2011)	5x112	57.1
	A6 (2011-)	5x112	66.6
	A8 (4E 2002-2010)	5x112	57.1
	A8 (4H 2010-)	5x112	66.6
	RS6 (4B 2002-2004)	5x112	57.1
	S3 (1999-2003)	5x100	57.1
Bentley	S3 (2006-)	5x112	57.1
	S4 (199-2001)	5x112	57.1
	TT 8J (2007-)	5x112	57.1
	TT 8N (2003-2007)	5x100	57.1
	Continental GT	5x112	57.1
BMW	1 Series (2004-)	5x120	72.6
	3 Series E30 (1982-1990)	4x100	57.1
	3 Series E36-F30 (1990-)	5x120	72.6
	5 Series E28, E34 (1985-1995)	5x120	72.6
	5 Series E39 (1995-2003)	5x120	74.1
	5 Series E60-F11 (2003-)	5x120	72.6
	6 Series (1976-)	5x120	72.6
	7 Series (1977-)	5x120	72.6
	Z3 (1996-2003)	5x120	72.6
	Z4 (2002-)	5x120	72.6
Citroën	AX (4 stud)	4x108	65.1
	C1	4x100	54.1
	C2	4x108	65.1
	C3	4x108	65.1
	C4	4x108	65.1
	DS3	4x108	65.1
	Saxo	4x108	65.1
Chevrolet	Corvette C4	5x120.5	70.5
Ford	Escort RS Cosworth	4x108	63.3
	Fiesta (all)	4x108	63.3
	Focus (1998-2004)	4x108	63.3
	Focus (2004-)	5x108	63.3
	Focus RS (2009-)	5x108	63.3
	Ka (1996-2008)	4x108	63.3
	Mondeo (1993-2000)	4x108	63.3
	Mondeo (2000-)	5x108	63.3
	Puma (1997-2001)	4x108	63.3
	Sierra Cosworth (1990-1992)	4x108	63.4
Ferrari	StreetKa (2003-2006)	4x108	63.3
	355	5x108	67

Fiat	Punto (1993-)	4x98	58.1
	Coupe (1993-2000)	4x98	58.1
	Bravo (1995-)	4x98	58.1
Honda	Accord (2003-)	5x114.3	64.1
	CRX (1984-2000)	4x100	56.1
	Civic (1983-2006)	4x100	56.1
	Civic (2006-)	5x114.3	64.1
	Civic Type R (all)	5x114.3	64.1
	Integra Type R	5x114.3	64.1
	Jazz	4x100	56.1
Infiniti	S2000	5x114.3	64.1
	G35 (2003-2007)	5x114.3	66.1
Land Rover	Freelander (1998-2006)	5x114.3	64.1
	Freelander II (2006-)	5x108	63.4
	Range Rover II P38 (1995-2002)	5x120	70.1
	Range Rover Sport (2005-)	5x120	72.6
	Range Rover Evoque	5x108	63.4
Lexus	GS 300/430	5x114.3	60.1
	IS 200	5x114.3	60.1
	LS 400/430	5x114.3	60.1
	LS460/600	5x120	60.1
Lotus	Elise S2 (Front 2002-)	4x100	56.6
Maserati	Grand Sport	5x108	67.1
Mazda	RX-7	5x114.3	59.6
	RX-8	5x114.3	67.1
	MX-5 (1990-2005)	4x100	54.1
	MX-5 (2005-)	5x114.3	67.1
Maybach	62S	5x112	66.6
Mercedes	190	5x112	66.6
	A-Class (all)	5x112	66.6
	C63 AMG	5x112	66.6
	C-Class (all)	5x112	66.6
	CL	5x112	66.6
	CLC	5x112	66.6
	CLK	5x112	66.6
	CLS	5x112	66.6
	E63 AMG	5x112	66.6
	E-Class (all)	5x112	66.6
	MG	4x100	56.1
	ZS	4x100	56.1
	ZT	5x100	56.1
Mini (New)	Cooper (all)	4x100	56.1
	One (all)	4x100	56.1
Mitsubishi	Lancer Evo I, 2, 3	4x114.3	67.1
	Lancer Evo, 4, 5, 6, 7, 8, 9, 10	5x114.3	67.1
	Colt (1992-2004)	4x100	56.1
	FTO	5x114	67.1
Nissan	200SX S12, S13	4x114.3	66.1
	200SX S14, S15	5x114.3	66.1
	300ZX Z31/Z32 (1989-1992)	5x114.3	66.1

	350Z (2002-2009)	5x114.3	66.1
	370Z (2009-)	5x114.3	66.1
	GT-R (2008-)	5x114.3	66.1
	Juke (2010-)	5x114.3	66.1
	Micra (1993-2003)	4x100	59.1
	Micra (2010-)	4x100	60.1
	Skyline R32 (GTS only)	4x114.3	66.1
	Skyline R32, R33, R34 (1989-2002)	5x114.3	66.1
	Sunny (1991-1995)	4x100	59.1
Peugeot	106 (4 stud 1992-2005)	4x108	65.1
	107 (2005-)	4x100	54.1
	205 (1986-1996)	4x108	65.1
	206 (1998-2009)	4x108	65.1
	207 (2006-)	4x108	65.1
	207CC (2007-)	4x108	65.1
	306 (1993-2001)	4x108	65.1
	307 (2001-2009)	4x108	65.1
	406 (1995-2004)	4x108	65.1
	406 Coupe (1996-2005)	4x108	65.1
Porsche	911 (993, 996, 997 all GT)	5x130	71.6
	924 (1976-1987)	4x108	57.1
	928 (1978-1995)	5x130	71.6
	944 (1987-1991)	5x130	71.6
	Boxster (1996-)	5x130	71.6
	Cayenne (2002-)	5x130	71.6
	Cayman (2004-)	5x130	71.6
	Panamera (2009-)	5x130	71.6
Renault	Clio (1990-)	4x100	60.1
	Clio V6	5x108	60.1
	Megane (1996-2008)	4x100	60.1
	Megane 3 (2008-)	5x114.3	66.1
	Megane 225 Sport	5x108	60.1
	Twingo	4x100	60.1
SEAT	Arosa	4x100	57.1
	Ibiza (2002-2008)	5x100	57.1
	Ibiza (2008-)	5x100	57.1
	Ibiza (4 stud)	4x100	57.1
	Leon (2005-)	5x112	57.1
	Leon (-2005)	5x100	57.1
Skoda	Fabia	5x100	57.1
	Octavia (2005-)	5x112	57.1
	Octavia (-2005)	5x100	57.1
	Superb	5x112	57.1
Subaru	Impreza	5x100	56.1
	Impreza STi, WRX (1993-04)	5x100	56.1
	Impreza STi (2005-)	5x114.3	56.1
Suzuki	Swift (2005-)	4x100	54.1
	Swift Sport 2006	5x114.3	60.1
	Wagon R	4x100	54.1
Toyota	Celica (-1999)	5x100	54.1
	Corolla (1987-2007)	4x100	54.1
	Corolla (2007-)	5x114.3	60.1
	MR2 (2001-)	4x100	54.1
	MR2 (-2001)	5x114.3	60.1
	Yaris (all)	4x100	54.1
	GT86	5x100	56.1
	Supra 1, 2	5x114.3	60.1

Vauxhall	Astra F, G (1991-2004) 4 stud	4x100	56.5
	Astra G, 5 stud (1998-2004)	5x110	65.1
	Astra H (2004-2009)	4x100	56.6
	Astra H 5 stud (2004-2009)	5x110	65.1
	Calibra	4x100	56.5
	Calibra (V6 Turbo)	5x110	65.1
	Corsa B, C, D (1993-) 4 stud	4x100	56.6
	Corsa C, D (2000-) 5 stud	5x110	65.1
	Insignia (2008-)	5x120	67.1
	Nova A (1982-1993)	4x100	56.6
	Vectra A, B, C (5 stud)	5x110	65.1
	Vectra A, B (4 stud)	4x100	56.6
Volkswagen	Amarok (2010-)	5x120	65.1
	Bora (1998-2005)	5x100	57.1
	Caddy (1996-2003)	4x100	57.1
	Corrado (1988-1996)	4x100	57.1
	Corrado VR6 (1991-1996)	5x100	57.1
	EOS (2006-)	5x112	57.1
	Fox (2005-)	5x100	57.1
	Golf 1, 2, 3 (1979-1997)	4x100	57.1
	Golf 3 GTI/VR6 (1991-1997)	5x100	57.1
	Golf 4 (1997-2004)	5x100	57.1
	Golf 5, 6 (2003-)	5x112	57.1
	Jetta (1985-1991)	4x100	57.1
	Jetta (2005-)	5x112	57.1
	Lupo (1998-2005)	4x100	57.1
	New Beetle (1998-)	5x100	57.1
	Passat (1983-1996)	4x100	57.1
	Passat B5, B6, B7, CC (1996-)	5x112	57.1
	Phaeton (2002-)	5x112	57.1
	Polo (1994-2001)	4x100	57.1
	Polo (2001-)	5x100	57.1
	Scirocco II (1981-1992)	4x100	57.1
	Scirocco III (2008-)	5x112	57.1
	Touareg (2002-) diesel	5x130	57.1
	Touareg VR5 TDI (2002-2010)	5x120	65.1
	Transporter T4	5x112	57.1
	Transporter T5 (2003-)	5x120	65.1
	Vento (1992-1998)	4x100	57.1
	Vento VR6 (1995-1998)	5x100	57.1
Volvo	340	4x100	52.1
	C30 (2006-)	5x108	63.4
	C70 (1998-2006)	5x108	65.1
	S60R (2003-2010)	5x108	65.1
	S70 (1997-2000)	5x108	65.1
	S80 (1998-2006)	5x108	65.1
	V70 (2007-)	5x108	63.4



OUT THERE



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DOORSLAMMERS

DOORSLAMMERS returns to Santa Pod Raceway with a **£75,000 PRIZE FUND**

We feel sure that by now the word is out on the street – the Doorslammers is back at Santa Pod Raceway, and in an all-new modern format.

Now not all readers will be familiar with the original Doorslammers event and format held in the 1970s and '80s at Santa Pod. But the reborn and revamped Doorslammers will appeal to all the modern-day street racers and owners of quick street cars... especially Japanese and European modified cars.

Santa Pod has just completed the total resurfacing of the whole quarter-mile race track. The drag strip now boasts a state of the art, all-concrete racing surface, which we hope is going to produce even faster times than previously obtained on the

old asphalt track. Once the racers and track crew learn the new track and its performance potential, we are sure records will fall in all classes of drag racing.

So if you think you have a quick car – be it a pure race car or street car – why not enter the Doorslammers and see where it takes you?

Prize money is offered in all classes and in most, from semi-final losers. It's no longer winner takes all, as it was with the old Doorslammers event.

All six classes are now sponsored, along with the big bracket class (6.99-11.99 sec), so with £75,000 on offer, along with the eliminations being drawn out of a hat, we're all looking forward to some classic street-style racing!



Go to www.thedoorslammers.co.uk for more details and entry information.

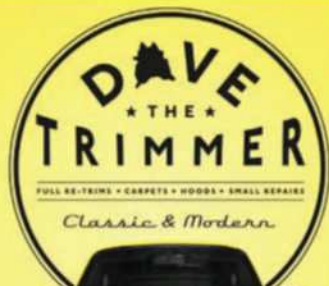
The Classes:

- VP RACING FUELS PRO DOORSLAMMER
- LUCAS OIL PRO STREET
- TURBO TECHNICS TRUE STREET
- SPAL AUTOMOTIVE FWD
- WEBSTER RACE ENGINEERING 4-CYLINDER
- EBC BRAKES 6-CYLINDER
- OCS GROUP BIG BRACKET



We are pleased to announce the main title sponsor and betting partner for the event, RedZoneSports, who specialise in American Sports. Warren Llambias, co-founder of RedZoneSports.bet said, "We are excited to join with Santa Pod and become part of the wider drag racing fraternity. As the British home of American sports, we hope that by working closely with our TrakBak partners we'll find ways to enhance the unique thrill of drag racing!"

They are offering some great incentives for Doorslammers and drag racing fans. Take a look at: www.redzonesports.bet/santapod to take advantage.



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CHAIRMAN OF THE BROAD

Taking one of the widest cars money can buy and making it wider is a pretty punchy move. And there's more to this pumped-up Lambo than just girth...





WILD CARD: LAMBORGHINI AVENTADOR

The cult of the supercar is something that's enchanted and beguiled petrolheads for generations. And there's no manufacturer more deeply intertwined with the genre than Lamborghini; indeed, the term supercar was invented for a Lamborghini.

When the Miura arrived in 1966, people were astonished. In a world where cars were sensible, boxy and pedestrian, seeing a Miura was akin to witnessing a spaceship landing in the high street. No one had ever seen a car that looked so outrageous before, and the performance was similarly otherworldly. OK, the Miura had a tendency to catch fire when the carbs spit fuel onto the hot manifolds, and the nose would lift at any speed over 100mph, which meant you'd lose all steering ability. But that's sort of the point of supercars: they're not VW Golfs. They're not sensible. They're insane, wilfully silly, ludicrously fast, and slightly dangerous.

Lamborghini's modern interpretation of Miura values is the Aventador, a car which took the vicious wedge-shape of the Murciélago fused it with the fighter-jet aesthetic of the Reventón and created something terrifying that spits blue flames on the over-run and is equally at home prowling Knightsbridge or Monaco as it is v-maxing at Laguna Seca or dancing along the Stelvio Pass.

Supercars, above all, are a status symbol and the keenest way to present your credentials is to roll down the street in something that's



Custom-designed 3SDM three-piece forged split-rims

better than everyone else's. Sure, an Aventador is outrageous, but anyone who has enough money is able to buy one. You just go into the showroom and slap your fat wad down on the counter. So how do you, as a moneyed international playperson, separate yourself from the crowd?

Liberty Walk. There's your answer.

The masters of cartoonish girth have firmly planted their flag in the supercar scene, and the advent of Liberty Walk Europe means us Brits are now able to commission genuine LB Works builds without the hassle of having it shipped over in a container. The Performance Company, based in Wellingborough, are the official agents for the unhinged Japanese outfit, and they can take on any commission. The LB Works Aventador you see here is a strong visualisation of their skills and vision. So how did it come about?

"The customer who commissioned this approached us because his son had been playing Need For Speed on the Xbox, and had built a Liberty Walk Aventador in the game," explains James Pearman, Director of The Performance Company.

"After seeing that, he googled Liberty Walk and couldn't believe it was actually a road-going kit available to customers! So that was it. His mind was made up – he just had to have one of these cars for himself!"



The small matter of £13k spent on the exhaust



The 6.5-litre V12 has been cranked up to 800bhp

“It’s a jaw-dropper even at a standstill. And when those five-foot flames appear...”



Anyone need a ciggie lighting?



WILD CARD: LAMBORGHINI AVENTADOR

Of course, you don't just walk into your local wide-arch specialist and pick up one of these mighty machines off the rack. Having done his research, this eager customer sat down with James and his team and mapped out specifically what he wanted this ride to be like. After all, no two LB cars are the same.

The car itself was sourced from Lamborghini Edinburgh – a 2012 model in Verde Ithaca paint, which is a searing shade of lime green that's almost luminous. As you can see, however, that colour didn't stick around for long.

"The car was delivered to us as a totally stock, well-specced Aventador," says James. "Sam from Lamborghini Edinburgh was a great help. We often work with him to source cars for us so we knew this would be the perfect base for the project."

And with the right donor in place, it was time to fulfil the customer's rather detailed brief.

Job one, naturally, was to crack on with the body makeover, and this was no small undertaking.

The CFRP LB Works kit comprises brutally wide wings, side diffusers, fresh front bumper, V2 front and rear diffusers, and the towering V2 GT rear wing which totally dominates the tail end. Well, until those blue flames start licking out of the exhaust! The lurid green has been replaced with an altogether classier shade, in the form of Green Hell Magno paint, which would usually be found on the Mercedes-AMG GT.

And those custom graphics? They're airbrushed on. This is no wrap, this is old-school craftsmanship.

You can't throw that sort of effort at the exterior and leave the interior standard, so the Lambo's innards have been comprehensively reworked too. We're looking at seats, dash, console and headlining all trimmed in a mix of black nappa leather and Alcantara, with yellow diamond-stitching and LB logos, to ensure that the provenance of the build is in no doubt. The car was stripped down to a tub to achieve all of this, and has been built back up to incredibly fastidious standards.

The power of a stock Aventador is breathtaking. But that would never have been sufficient for this ostentatious build, so James and his team have addressed that too: the 6.5-litre V12 has now been cranked up to the 800bhp mark. Its real party piece is the £13k exhaust system.

Built by Fi Exhaust, it's a Valvetronic 'Volcano Firetador' effort with decats; if you thought the factory Aventador was an effective flame-thrower, you should see this green monster doing its thing! It's genuinely impressive. You could barbecue sausages behind that vast tailpipe. (Although they'd probably taste pretty revolting, we wouldn't recommend it.)

There were countless other detail changes too; the brake callipers were shaved to allow for the LB Performance logos to be





WHO, WHAT, AND HOW MUCH?

This LB Works Aventador is an official Liberty Walk Europe car, project-managed by LB-approved The Performance Company (TPC) in Wellingborough. TPC offer everything from vehicle sourcing to full bespoke project builds, working with clients to create a car to their own personal tastes. Any spec is possible, whether it's small-scale or full-custom.

So if you want TPC to build you a genuine Liberty Walk Aventador, how much is that going to cost you? Well, first of all you'll have to buy an Aventador (or TPC can find one for you!). Then you'll be looking at around £34,000 for the full body makeover, plus an additional cost for the colour change, which will depend on how extreme you want to go. This car's tuned up to 800bhp, and tuning options start at around £1,500. The shouty Valvetronic exhaust weighs in at a little over £13,000. Interior retrim options and wheel/tyre options will depend on your preferences. And the top-flight AirREX suspension with the front boot install? That'll be around £7,500.

These are big numbers, but it's a big car. You get what you pay for and this is the price of being a world-class baller!

Contacts: www.libertywalk-eu.com / www.theperformance.co



WILD CARD: LAMBORGHINI AVENTADOR

added before the 3SDM splits were fitted (the rear wheels measuring a whopping 13x21 inches!), the door sills are now backlit Liberty Walk items, there's a custom CNC-machined LB badge replacing the Lamborghini original, and the car's even been signed on the fuel filler by Mr Liberty Walk himself, Wataru Kato.

"The build took three months to complete," says James. "Every single element had to be fastidiously checked and perfected. We used 11 litres of paint. We went all-in."

And it shows – this car has incredible presence. You hear it long before you see it, and when you do see it... well, you can't quite believe your eyes.

"This is one of a couple of Lamborghinis that our customer owns," James explains. "And he'll be shipping it to Italy for a summer tour. Liberty Walk Europe will also be displaying it at a variety of shows across the continent."

Something to look out for, then. And what about TPC's plans, are the punters clamouring for LB Works builds right now?

"Sure, you're going to be seeing this car at a load of events, and we built it alongside a Ferrari 488, a McLaren 650S, and a couple of Nissan GT-Rs – so we have been busy," James laughs.

"The reactions to this car are like no other car I have ever driven, it's a jaw-dropper even when it's at a standstill. And when those five-foot flames appear, it's just something else..."

This is the new wave of the cult of the supercar. Manufacturers still have what it takes to astonish. But if you want true shock-and-awe, Liberty Walk's where it's at. 🚗

TECH SPEC: LAMBO AVENTADOR

STYLING

Liberty Walk LB Works CFRP bodykit comprising wide wings, side diffusers, front bumper, V2 front and rear diffusers, and V2 GT rear wing; Mercedes-AMG Green Hell Magno paint, satin-finish carbon fibre, hand-finished and airbrushed livery.

TUNING

6.5-litre V12 tuned to 800bhp; Pipercross performance panel filters; Fi Exhaust Valvetronic Volcano Firetador manifold-back exhaust system and decat pipes; chrome black tailpipes.

CHASSIS

9x20in ET-7 (front) and 13x21in ET-20 (rear) custom-designed 3SDM 3-piece forged split-rims; 255/30 R20 (f) and 355/25 R21 (r) Pirelli P Zero tyres; AirREX digital air suspension system with front boot install – full strut set and digital management with height sensors and iOS/Android app functionality.

INTERIOR

Full interior retrim; black nappa leather and yellow stitched dash and centre console; yellow diamond-stitched Alcantara doorcards and headlining; seats trimmed in black nappa leather; black Alcantara and yellow diamond-stitching – with stitched yellow LB logo; retrimmed steering wheel with centre line.

THANKS

Dave and Tim Colourkraft for the build and paint; 3SDM Wheels; Dave the trimmer; Meguiar's; Motec Performance; Pipercross; VAG Car Coding; and Sam at Lamborghini Edinburgh.



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EMMET O'LEARY'S VW PASSAT

FC says: For Ireland-based Emmet here, it seems like owning a killer VW show car was written in the stars a long time ago. "I've always wanted a head-turning VW, ever since I was younger and used to button-bash my PlayStation controller while playing car games," he admits with a grin. Now a fully-fledged Skoda mechanic and having built up quite a knowledge base on VAG machines in the last few years, he's finally living his dream in the form of this tidy white Passat!

Currently featuring a subtle-yet-impressive list of tasty mods that gives it that edge at shows and meets, it's clear Emmet couldn't be happier

with the results. The most obvious changes revolve around that static drop on some Stance Plus Street coilovers, with a set of sharp-looking 1D Avid Directional alloys propping up each corner to tick all the right fitment boxes.

The car's white body was then complemented with the addition of a Cupra R front splitter and Audi S-line sideskirts that were adapted to fit – a job performed so flawlessly you'd be forgiven for thinking these parts were factory options!

With some LED lighting upgrades and a modest brake refresh, we think we're safe in saying that young Emmet has nailed it so far!

SPEC: VW PASSAT

MAIN MODS

Stance Plus Street coilovers; Powerflex bushes on front lower arms; 1D Avid Directional alloys; SEAT Cupra R front splitter; Audi S-line sideskirts; HID 4.5K foglight bulbs; interior LED kit; EBC discs and pads all-round.





ABI DEWAR'S NISSAN MICRA

FC says: You don't see Micras like Abi's here every day. But considering how awesome this beauty looks, we're really not sure why!

With a full custom wide-body kit conversion currently underway, complete with that huge rally-inspired rear wing out back, there's no mistaking this little white hatchback for any other Micras out there.

"The majority of the parts are sourced directly from Japan," Abi proudly explains, pointing us towards bits like this premium Blitz coilovers and

full custom exhaust system with those eye-catching twin exits out back.

With some Japan Racing alloys sticking to the JDM theme nicely, as well as a racy stripped interior topped off with a new ICE install, it's great to see the lengths our loyal owner here has gone to ensure this Nissan is truly one of a kind.

There's talk of a supercharger being added into the mix before long, so we'll keep our eyes (and ears) peeled for that...

SPEC: NISSAN MICRA

MAIN MODS

Full custom exhaust system; custom wide-body kit with rear spoiler; Japan Racing JR10 alloys; stripped interior with uprated sound system; Blitz coilovers.



ROBERT BELL'S FIESTA ST

FC says: Young Robert here dropped us a line asking us to do him a big favour, and when we heard what it was, we couldn't have been happier to oblige!

"I've been reading FC since I was 12, and I'm 20 now," the message began. "I've sadly got to break my beloved Fiesta ST for parts at the end of the month, and would love it to grace the pages of the mag as its final farewell."

With a spec as impressive as Robert's here, though, you don't need a sob story to obtain a magazine mention!

He's clearly spent the last few years building up this nippy little hatch to match his exact

tastes, so it will be a shame not to see it at shows this summer.

Let's start with the obvious: that epic urban blue camo wrap that now covers every surface of the car's body. Topped off with halo headlights, RS bonnet vents and a choice of two sets of perfectly-matched alloys at his disposal, this is one ST you won't be forgetting in a hurry.

Adding some extra bite to back up the new looks is a Roose Motorsport intake and a remap that brings power up from around 150bhp to a healthy 172bhp - plenty in a featherweight package like this one!

We can't wait to see what's next, Robert!

SPEC: FIESTA ST

MAIN MODS

Blue camo wrap; NB Styling halo headlight kit; RS bonnet vents; gloss black grilles; re-sprayed foglight covers; gloss black rear diffuser; Triple R Composites front splitter; JOM Blueline coilovers; 15in AXE EX8 and 16in Japan Racing JR15 alloys; Roose Motorsport induction kit with cone filter; Milltek cat-back exhaust system with custom dual exits; engine remap to 172.3bhp; stripped interior with Mamba fixed-back bucket seats; custom blue centre console dials; blue camo headlining and a-pillars.

SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of FC. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to jules.truss@kelseymedia.co.uk and we'll do the rest.

ARSE END

Quotes of the Month:



Midge: "Do I look like a BMX bandit?"
Jules: "You definitely look like some sort of bandit!"



Jules: "Nice one. Bring me back a coconut or two."
Midge: "They don't grow on trees you know."
Jules: "Er, yes they do, you plum."



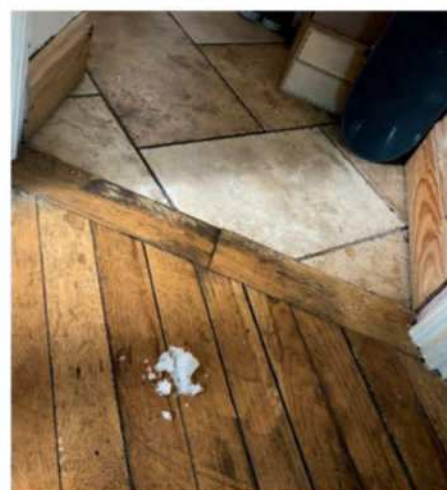
Midge: "Do you like my posh Big Mac? It's very grand!"
Jules: "Grand is French for big, you tit!"
Midge: "What, a big Big Mac? Don't be so ridiculous."



Snow Joke

What the feck was all that about earlier in the month? Yep, as our projects section will testify, shitty snowy weather isn't the best for modifying your car! In fact, when we asked the boys why they've done naff-all on their projects, these pictures are what we got back!

Still, we think you can guess who's the least likely to brave the cold and build a snowman. We'd love to tell you exactly what the little one ranted about Hurricane Irma, but even WERE not allowed to print it!



Skiving Off - Part 3

And the dodgy excuse of the month goes to our G for this little stroke of genius: "Sorry lads, I can't get into the office because of all the snow." Mr Morecroft, we salute you!

Dream come true

What's that? An Asda with a McDonald's actually inside it? Yes it is. How can we not have been informed? In fact, we lost Midge for a full two hours in this one last week, and he's even thinking about moving 'up north' to High Wycombe. The dick.



TOP 5 VIDEOS

CHECK OUT MORE @ WWW.FASTCAR.CO.UK



CRAZY JAPANESE LAMBOS
Forget the Italians. No one does Lamborghini worship quite like the guys in Japan. Modifying with massive wallets... and even bigger bollocks! www.fastcar.co.uk/videos/crazy-japanese-lambos



SLAMMED TEMPO MATADOR
Ever heard of one of these? Don't worry most of us hadn't until we saw this video either. Apparently, they built these between 1949 and 1967. We definitely want one! www.fastcar.co.uk/videos/tempo-matador-on-air-ride



STUNT FEST 2018
Blimey, you don't want to get drunk and say that wrong, eh? That would be a very different sort of event! Still, who doesn't love monster trucks, drifting and loads of cunning stunts? Awesome! www.fastcar.co.uk/videos/stunt-fest-2018



Lonely?

Just to be clear, to our Jules in particular, FaceTime doesn't actually mean 'any time'. Contra to popular belief, "Look at my lovely banana", or "I've just had a banging shit, but I'm scared I'm gonna run out of bog roll", aren't acceptable video calls to get first thing in the morning. Or any other time for that matter. And he reckons he's the posh one!



FC Nutritional Advice (Pt.1)

After featuring his massive fry-up last month, we've had a quite a few emails asking Jules about this 'free food' business that's helped him achieve a rather statuesque figure over the past six months. So much so that over the coming issues we thought we'd bring you his top nutritional tips, to prove you don't have to hit the rabbit food to avoid an early grave (And Midge trying to nick your job - Jules).

First up, it's breakfast, and we have here a sin-free sausage, egg and cheese sarnie. How many sins in this double decker bastard of a start to the day? None people. Zilch. Nitto.

Next month: how to brunch like a champ.



NAFLA & LOOPY

Nope, we have no idea what they're harping on about in this music video either. But we like the Porsches! Say hello to plenty of RWB's finest!
www.fastcar.co.uk/videos/nafla-loopy-rough-world-video



BAGGED HILLMAN IMP

With a rear-mounted engine and funky styling they don't get more bonkers than the old-skool British 'family car' the Hillman Imp. Oh, wait a minute, yes they do!
www.fastcar.co.uk/fast-car-news/hillman-imp-on-air-ride

Quiz results from page 8:

WORD SEARCH:

Nio, Rimac, Lightning, Tesla and Venturi

- Q1) 2016 Focus RS
 Q2) Ferrari F40
 Q3) Lamborghini Aventador



Y	N	E	U	W	T	E	B	W	F
L	L	P	K	O	L	E	T	C	C
J	C	G	F	V	M	V	S	Y	N
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S	X	O	D	N	R	C	O	I	A
L	I	G	H	T	N	I	N	G	O
L	V	Q	M	U	C	J	O	W	Q
H	D	J	F	R	J	A	T	B	I
W	J	H	E	U	B	J	S	O	W
S	Q	W	Q	K	R	I	M	A	C

BLAST FROM THE PAST ISSUE 329 - MAY 2013

In this issue, five years and 65 magazines ago...

- Our Mil-Spec prelude build is still one of our favourite FC projects ever. Jules and Midge still use the legendary 'tank-seats' as office chairs!
- Satomi-san's S14 was one of the maddest cars we've ever seen. In fact, it still is. Proper bonkers modding from the streets of Kyoto.
- Built in the USA by tuning veteran James White, this turbo-charged rabbit has spawned a thousand imitators ever since.
- The toughest MX-5 ever? Yannick's little 'Filthy Penny' certainly has to be up there!
- We couldn't have a proper military special without a spot of old-skool pinup wall art now could we? Sam Bowden certainly kept our little soldiers happy!
- Ultimate Dubs was full of the freshest UK show cars... come to think of it, it still is! Check out our 2018 report on page 19.



NEXT MONTH IN FAST CAR* IT'S OUR ANNUAL...

...Japanese Special

132-page
Bumper
Issue



Engine Swapped Eastern Legends

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"I'm pretty sure there's a lot more to life than being really, really, really, ridiculously good looking." - Derek Zoolander



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